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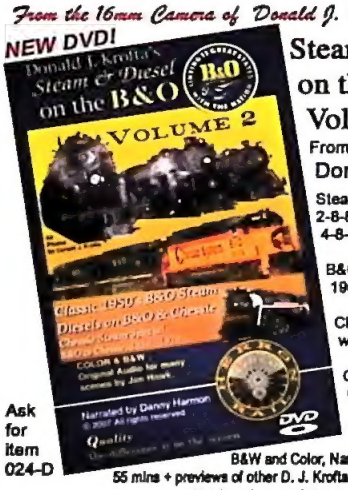

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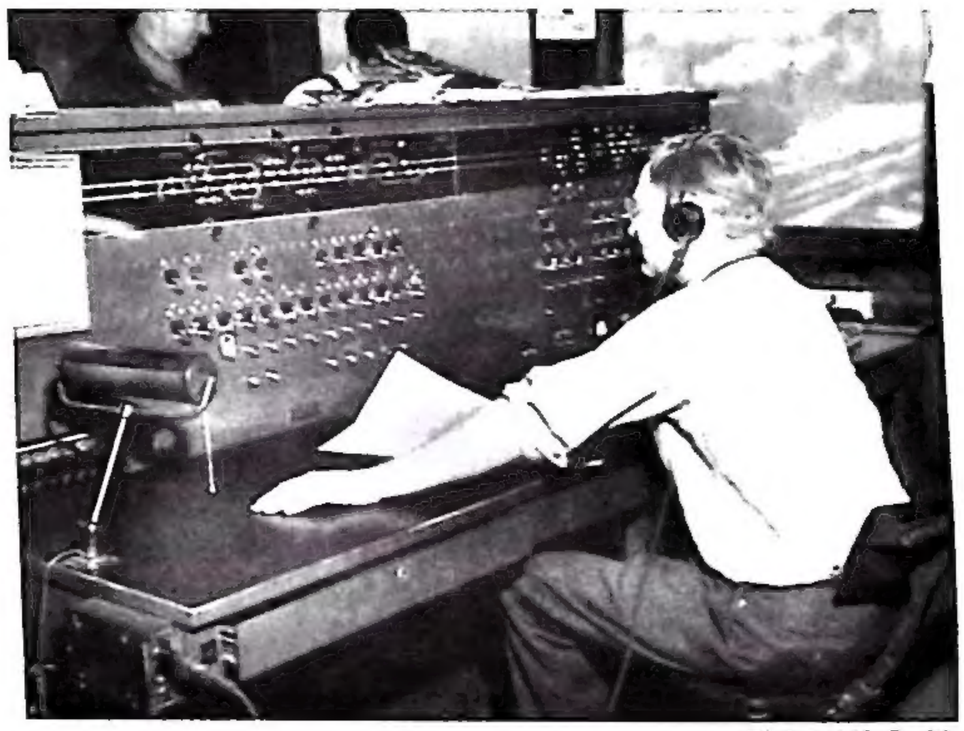
Rooms with a view

Few places in railroading matched the magical appeal of the interlocking tower. Usually small and often quirky, these trackside structures housed machinery that operators used to control the switches and signals at junctions or other crucial locations. Particularly in the time before radio communications, towers uniquely combined the in-the-field immediacy of an engine cab or a caboose with the "big-picture" overview of a dispatcher's office. Towers were great places to feel a railroad's pulse, be it relaxed or frenzied.

The past tense is appropriate for these trackside sentinels, now that the ranks of active towers have thinned from a peak of some 5,300 to considerably fewer than 200 today. Fortunately, tower culture lives on in the memories and photographs of those who worked in or visited them, and through the efforts of preservationists.

In this issue, we present three articles about towers. On pages 38-43, Jim Shaughnessy recalls in words and pictures the kind men at Boston & Maine's JV Tower who nurtured his budding interest in railroads. Next [pages 44-47], Dan Sabin tells of a character-building experience he had one night as a "cocky kid" working at Rock Island's MC Tower. Finally [pages 48-49], we look at one of the many preserved towers through Scott A. Hartley's story on a former New Haven Railroad structure, now under the stewardship of a National Railway Historical Society chapter; like JV and MC and thousands of others, it's a room with a great view.



Richard K. Smith

A quarter century before Dan Sabin's harrowing night there, an operator works the CTC machine at Rock Island's MC Tower in Joliet, Ill.

Robert S. McGonigal

ClassicTrains
THE GOLDEN YEARS OF RAILROADING

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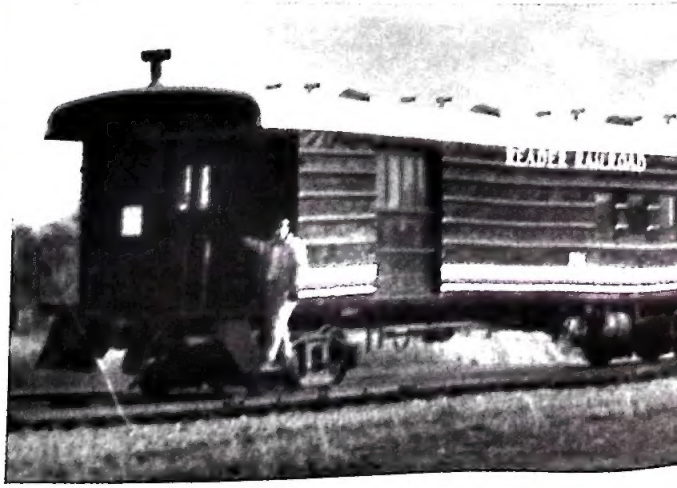

On the cover: *Western Maryland 4-8-4 1411 crosses the Potomac River out of Cumberland, Md., in March 1952, two months before the photographer and friends would be back to begin an epic, weeks-long steam search (see page 20). Ed Theisinger photo.*

In 1974, Centennials were kings of Sherman Hill

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Contributors

Glenn Brewer ["Mixed Train to Waterloo," pages 60-63] is a retired electrical and software engineer who lives with his wife, Anne, in Denver. Also a published travel writer, Glenn is a lifelong railfan who grew up watching steam trains and interurbans around Chicago ["Memories of the Roarin' Elgin," Winter 2002]. This is his fourth CLASSIC TRAINS byline, the others being "Ghosts in the Piney Woods" [Summer 2002] on the Moscow, Camden & San Augustine, and "Finis for Philo" [Winter 2005] on the demise of the Wabash depot in his grandparents' Illinois hometown.

Ron Flanary ["Around the Standard-Gauge Circle," pages 30-33], pictured holding the Southern depot sign from a town near home, is a veteran author, photographer, and artist who has contributed to TRAINS since 1968, with 16 bylines, and CLASSIC TRAINS since its inception, with 4 including our first "Fallen Flags Remembered," on Louisville & Nashville. He has also written or coauthored six books and contributed to other rail periodicals. Recently retired

from being director of a regional planning and economic development agency in his home region of southwest Virginia, Ron lives in Big Stone Gap with his wife of 37 years, Wilma.

Ed DeRouin ["Unexpected Fan-Trip Adventure," pages 34-37] is retired from a career with Chicago-area public utility Commonwealth Edison. He now lives in La Fox, Ill. (with his wife, Barb, of course), where he writes and publishes books through his firm, Pixels, Inc. This is his third CLASSIC TRAINS byline.

Doug Harrop ["One Day at . . . Hermosa, Wyo." pages 68-75], a veteran writer and photographer who grew up in Huntsville, Utah, near Ogden, had a 37-year career with Southern Pacific and successor Union Pacific, retiring in 2003. He lived away from Utah from 1960 to 1977, hiring out on SP at Tucson, Ariz., in June 1967 as a road brakeman and management trainee. A decade later he returned to northern Utah to run as an SP engineer west from Ogden to Carlin, Nev. He and his wife, Dianne, raised two sons and a daughter at their home near Morgan, Utah, east of Ogden; they now live in a new, smaller retirement home there, but still within sight of UP's Overland Route main line. He's had nine stories in TRAINS beginning in 1985, several of which have described aspects of, and anecdotes from, his career, but this is his first byline in CLASSIC TRAINS.

Scott A. Hartley ["Classics Today: Urban Sentinel," pages 48-49], a lifelong New England resident, has been photographing and writing about railroads for more than three decades. He is active with the Railroad Museum of New England's Naugatuck Railroad, which operates on part of an ex-New Haven branch north of Waterbury, Conn. Scott has been a Correspondent for TRAINS since 1994, and this is his fourth article in CLASSIC TRAINS.

Dan Sabin ["Cocky Kid at Rock Island's MC Tower," pages 44-47] has been co-owner and president of the Iowa Northern Railroad (IANR), which operates 125 miles of the former Rock Island between Cedar Rapids and Dan's hometown of Manly (and 25 miles of former CGW between Waterloo and Oelwein) since 1994. He left the RI in 1977, and after stints with CP Rail ["Railroading in a Foreign Tongue," Spring 2003], Chessie System and CSX, and Iron Road Railways (Bangor & Aroostook), he returned to the Hawkeye State full-time in 1991. He and his wife, Colleen, live in Coralville, Iowa. Their sons Josh

and Jonah help Dan in managing the IANR. Dan recently formed the Manly Junction Railroad Museum to save two Rock Island E units and three GP7's, as well as other historic Midwest rail equipment.

Jim Shaughnessy ["The Shaughnessy Files: JV is for Johnsonville," pages 38-43] is a longtime resident of Troy, N.Y., about 15 miles from JV, which he still visits occasionally to see trains of B&M successor Pan Am Railways. "The Shaughnessy Files" appears in every issue of CLASSIC TRAINS.

Ed Theisinger ["Two Days with Western Maryland Steam," pages 20-29] grew up on Long Island and took his first train pictures in 1947. Retired from a career with Allied Chemical & Dye, he lives near Lynchburg, Va., with his wife, Marianne. This is his third byline in CLASSIC TRAINS, following a Fonda, Johnstown & Gloversville story in Summer 2004 and another episode from his big 1952 steam-search trip, "Big Emmas Over the Red River," about L&N 2-8-4's, in Fall 2006.

Robert I. "Bob" Warrick ["Ann Arbor Rode the Waves to Success," pages 16-19] just had his first book, *Ann Arbor Railroad in Color,* published this summer by Morning Sun Books. He was a founding director of the Ann Arbor Railroad Technical & Historical Association. Now a resident of Barberton, Ohio, Bob earned a degree in journalism at Central Michigan University (on the Ann Arbor in Mount Pleasant) in 1986, and has two adult sons and one daughter. Following a stint with AA successor Tuscola & Saginaw Bay (he is posing by its GP35 393), he also worked for short lines Kiamichi and Newburgh & South Shore, and regional Wheeling & Lake Erie. Currently employed by a railroad construction firm, Bob has had photos published in TRAINS, but this is his first appearance in CLASSIC TRAINS.

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True Color

Lackawanna's New York navy

For railroads serving the New York City area, operations did not end at the water's edge. To move passengers and freight across the rivers to Manhattan and the other boroughs, the carriers employed fleets of ferries, carfloats, barges, scows, lighters, and tugboats. Several examples of the Delaware, Lackawanna & Western's "floating equipment," including anthracite-fueled tugs *Bernardsville, Orange, Newark, Newton*, and *Montclair*, rest at Hoboken, N.J., on May 19, 1956. Lackawanna will soon receive five new diesel tugs, which, along with plummeting New York Harbor rail traffic, will put these steam stalwarts out of a job.

John Dziobko

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Pullman and Royalty

Thank you for an excellent set of articles on the Pullman Company and its operations, starting with Joe Welsh's "Empire of Hospitality" [pages 20-27]. Among all the special trains in which Pullman participated over the years, two of the most remarkable, yet little-known, were late in the game, on October 20-21, 1957, on Baltimore & Ohio and Lehigh Valley, for Great Britain's Queen Elizabeth II and Prince Philip during their State Visit to the U.S.

Pullman pool heavyweight cars were used on both the press train and the Royal Train, which had 11 and 12 cars, respectively. Among those on the Royal Train was 6 double-bedroom/buffet-lounge *Dover Strait* [page 51], now at the Illinois Railway Museum in Union.

The trains ran overnight from Washington, D.C., to Camp Kilmer, N.J., and then to Stapleton on New York City's Staten Island the following morning. The LV conductor reported 110 passengers on the Royal Train. I wrote an operations-centered account of these trains for B&O Historical Society's *Sentinel* magazine's Fall 2004 issue.

Edward F. Bommer, Okmulgee, Okla.

I was surprised that *Night Trains: The Pullman System in the Golden Years of American Rail Travel* was not included in the Pullman bibliography on page 109 in "Second Section," and I didn't see it mentioned elsewhere in the issue. Peter T. Maiken's 1989 work is a thorough history of Pullman destinations; the "Midnight Sleepers" section lists all locations, consists, routings, and schedules of U.S. trains with Pullmans on a hypothetical March 1952 night. It's a must read for anyone interested.

Jerry Floyd, Washington, D.C.

I was dismayed to see only the barest mention, but no discussion, of the infamous Pullman strike of 1894. It was an epochal event in our history, and while I understand that your magazine is CLASSIC TRAINS, not *Classic Railroad History*, no history of Pullman can be complete if the strike is ignored.

Bruce Dzeda, Kent, Ohio

Please thank Art Director Tom Danneman and his designers for their creative and pleasing layouts and graphics. This was one of your best issues ever!

Jeff Godshall, Royal Oak, Mich.

Robert S. McGonigal

Kitchi Gammi Club **brings up the markers on the inbound special train from St. Louis to the 1994 NRHS convention in Atlanta, during a runby in southern Missouri on BN's ex-Frisco main line.**

Another son of a Pullman man

Like author Richard E. Harold ["The Harolds, the Pullmans, and the War Years," pages 42-47], my father worked for the Pullman Company, in St. Louis, when I was a train-crazy youngster, and Mom and I would often visit him at Union Station on his lunch breaks. Often, after lunch, Dad would take me out on the platforms to see the likes of PRR's *Spirit of St. Louis*, Wabash's *City of St. Louis*, and MP's *Texas Eagle*. I thought I was the luckiest boy in the world.

Mark Anderson, Woodbury, Conn.

Earlier times on the Nickel Plate

The story of the Nickel Plate's sleeper *City of Lima* being restored ["Cynthia and Friends in a Small (Pullman) World," in "Second Section," pages 108-109] hit home with me. During January and February 1948, I was working on NKP Signal Gang No. 3, installing crossing flasher signals in Muncie, Ind. At the end of each week's work on Saturdays, I would commute home to Cleveland on train 10 from St. Louis, occupying an upper berth in its single Pullman, either the *Carleton Club* or the *Kitchi Gammi Club*. These cars were configured with 10 sections, a buffet dinette, and a solarium end lounge.

After five days of ditch-digging and Spartan living in camp cars, the luxury of an upper berth was a stark contrast. In the morning while eating breakfast in the dinette, the sight of snow swirling in our wake viewed through the deep solarium end windows produced a feeling of comfort and well-being.

Ben F. Anthony, Erie, Pa.

¶ Kitchi Gammi Club, *built in 1923 and rebuilt in 1936, like* Dover Harbor *[page 51], is a restored heavyweight Pullman, and since 1998, the only one with open sections operable on Amtrak trains. It is available for charter from owner Virginia Rail (www.virginiarail.com). It sleeps 10 in berths and seats 20 for daytime travel, and serves meals on-board.— J.D.I.*

To complete the story of the *City of Lima* (later *Cynthia*), the car worked for the Chicago & North Western in the 1980's and 1990's in its business-train fleet as *Lake Michigan*. Union Pacific acquired the car in the C&NW merger and graciously donated it to us. We base the car, the first we've restored to service, in Scranton, Pa., and we use it on excursions to raise funds for restoration

of our two EL dining cars; we also have a "Pullman project" in which we show school children how people traveled by train and describe the lives and work of the Pullman porter. Our Web site is www.eldcps.org.

Timothy Stuy, President
Erie Lackawanna Dining Car Preservation Society, Parsippany, N.J.

I noted on page 18 in Kevin Holland's "Fallen Flags Remembered" entry, "Nickel Plate Road, the Classic Rail Underdog," the photo of NKP 4-6-4 No. 170 at Englewood, Ill. This locomotive is displayed at our museum.

Bob O'Neill
Museum of Transportation
St. Louis, Mo.

New York Central points

A couple of points in Theodore Shrady's fine "The Central Pulls Out of Pullman" [pages 66-71] aren't quite correct. The NYC publicity photo on page 71 shows two of the original Budd Slumbercoaches leased by NYC, not the rebuilds. The 10 rebuilt cars had a different window arrangement, with the seven windows nearest the vestibule being the same size as they were in the original all-roomette configuration. Incidentally, the cars passed to Northern Pacific in 1964 and were eventually acquired by Amtrak, which in the late 1980's restored the "Harbor" names the cars had carried as 22-roomette cars.

The six "River" cars kept under Pullman lease [page 69] would've been postwar cars, like *Passaic River* pictured on page 70. There was a prewar "River" series, but it consisted of only three cars, sleeper-observation lounges built for the *Southwestern Limited* in 1938 and sold to Baltimore & Ohio in 1956.

Peter K. Shepherd, Fairport, N.Y.

Delaware & Hudson operated its own Canadian subsidiary, Napierville Junction Railway, from the border up to Delson, Quebec, just south of the St. Lawrence River, where their trains gained Canadian Pacific rails across the river and into Windsor Station in Montreal. CP did supply the Toronto-Boston sleeper for six months of each year, but to my knowledge did not balance sleeper mileage by means of D&H trains. CP and

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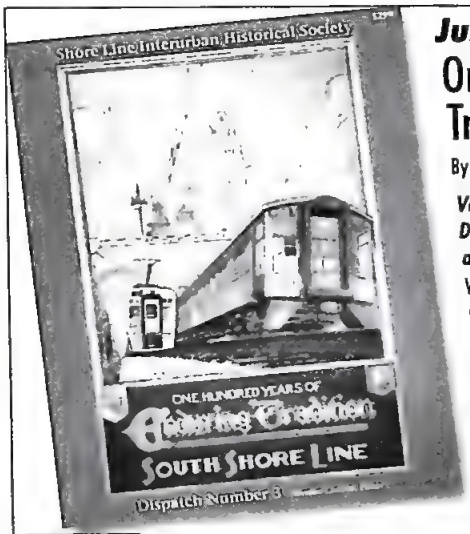

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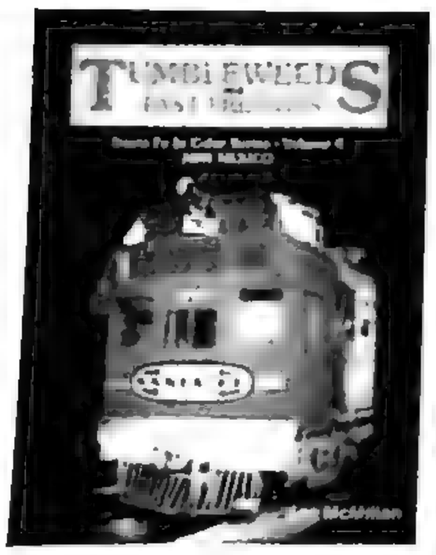

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NYC also shared sleepers on the Montreal/Toronto-Chicago and Montreal-Boston routes, and possibly also Boston-Saint John, New Brunswick.

In "Cynthia and Friends ..." in "Second Section" [page 108], Dave Ingles' memory slipped a bit in recalling the December 1972 Michigan Railroad Club charter out of Toronto. It went to Cochrane, Ont., all right, but then to Moosonee, Ont., not Churchill, Man.

Peter Dawes, Edmonton, Alta.

Lehigh Valley's New York-Toronto (with CN) *Maple Leaf* and one New York-Lehighton (Pa.) local lasted until 1962, not 1959 as stated on page 71.

Don Sproot, Wilmington, Del.

Booklet lost, and found

When I was a kid, one day I was rummaging in our basement and came across an advertising booklet put out by Pullman years earlier. It was a souvenir my dad had brought back from a childhood trip to the Chicago Railroad Fair in 1948. The booklet was full of beautiful, airbrushed cutaway illustrations of Pullman sleeper accommodations, depicted in both day and night versions. I was captivated! I loved that book and leafed through it until it literally fell apart in my hands. My mother, tired of finding its pages strewn about in the clutter in my messy bedroom, threw it all out one day. I was heartbroken.

For 40 years I've wondered what my chances were of ever coming across that book again. Imagine my thrill, then, when I turned to pages 54-55 in your Summer issue, inside "Steel Cars, Soft Berths," by Joe Welsh and Robert S. McGonigal—there they were, the very pictures from my long-lost Pullman book! Thanks to the article, I know its title, "Pullman on Dress Parade." Thank you, CLASSIC TRAINS, for helping me reconnect with a part of my youth.

David Kallinger, Salt Lake City, Utah

Rare PRR-NYC cooperation

In H. Marshall Pomroy's informative "Two Hours at Harrisburg" [pages 38-41], among all the high-fallutin' Pullman destinations like St. Louis, Buffalo, and Chicago, readers will notice an end point of Canandaigua, N.Y. The ancestral birthplace of the Seneca tribe, Canandaigua became a thriving metropolis in the late 1700's as the headquarters of Phelps-Gorham Land Co., whose land purchase transferred 6 million acres in western New York from the Senecas to private ownership. Canandaigua became a major stop on New York Central's original main line between Syracuse and Rochester via Auburn, before Central chose a more direct alignment and downgraded the "Auburn road." By the early 1950's only one daily local plied the line, but it was a key player in longer-distance service.

The PRR-NYC connection at Canandaigua made for the most direct route to Rochester for the Pennsylvania's service to and from Washington, D.C., so the Pullman in Pomroy's article was actually an interline operation, traveling another 28 miles to the Flower City and its major industrial customers Eastman Kodak, Bausch & Lomb, Taylor Instruments, and the like. These companies contributed heavily to the war effort in the 1940's, and business was good on the Pullman that left Rochester on the NYC main, sauntered off on the Auburn branch, and an hour or two later changed to the PRR's Williamsport line for the overnight run to our nation's capital.

James E. Dierks, Rochester, N.Y.

Other all-Pullman nominees

Karl Zimmermann's quest to ride the last of the great all-Pullman trains in the 1960's ["End of the All-Pullman Limiteds," pages 72-79] was shared by me and many others. In summer 1967 I rode an all-Pullman *City of Los Angeles*, running in two sections on Union Pacific east of Ogden. One section carried the coaches, while the other was all-Pullman (with cars from and to various destinations) and included UP's beautiful dome diners and dome lounges.

Besides the three trains Zimmermann sampled, National Railways of Mexico operated the all-Pullman *El Tapatio* between Guadalajara and Mexico City, often in two sections with both heavyweight and lightweight Pullmans,

some being veterans of NYC's 1938 *20th Century Limited*. Allowed 12 hours to cover less than 400 miles, it was not fast, but it was popular—the dining and lounge cars were packed. NdeM also carded the all-Pullman *El Regiomontano* between Mexico City and Monterrey, but I never had an opportunity to ride.

Tom Smith, Camas, Wash.

Zimmermann mentions that the two *Broadway Limited* observation cars, *Mountain View* and *Tower View*, have been preserved, so as a loyal member of the Monticello Railway Museum at Monticello, Ill., I must add that the *Panama Limited* observation car *Gulfport* has also been saved, and is at our museum awaiting restoration. This spring it was sandblasted and painted in primer. One day, it will bring up the rear of our seven-car, all-original-Illinois Central train along with a baggage car, an RPO, two coaches, a diner, and a sleeper.

Brian Higgins, Chicago, Ill.

Another ex-Frisco sleeper survives

I read with great interest J. David Ingles' "Unlikely Survivor," the "Classics Today" entry [pages 48-50] about sleeper *Cimarron River*. In addition to Clark Johnson's *Caritas*, which he mentioned, there exists a third ex-Frisco 14&4 sleeper, the *Eugene Field*. I am a part owner of this car, which is in Lebanon, N.J. Like *Caritas*, the *Field* lacks its roomettes, which were replaced with two lounges, a shower room, and a kitchen, but it retains its exterior stainless-steel siding. We are in the process of bringing the car up to Amtrak standards.

Rudy Morgenfruh, Anaheim, Calif.

LV's man: Putting a name with the face

I was so glad to see the photo of Lehigh Valley's agent, the "Man in Smithboro" ["Workin' on the Railroad," pages 92-93]. His name was Leo Bemis. He was my best friend, and a prince of a man. Leo died in June 1994 at age 93.

Edward Milks, Owego, N.Y.

As a boy, I traveled daily into Smithboro. The milk train mentioned, which I'd occasionally see, was discontinued shortly after 1947, and the station was closed and torn down in the early 1950's. A few yards away was the Erie main

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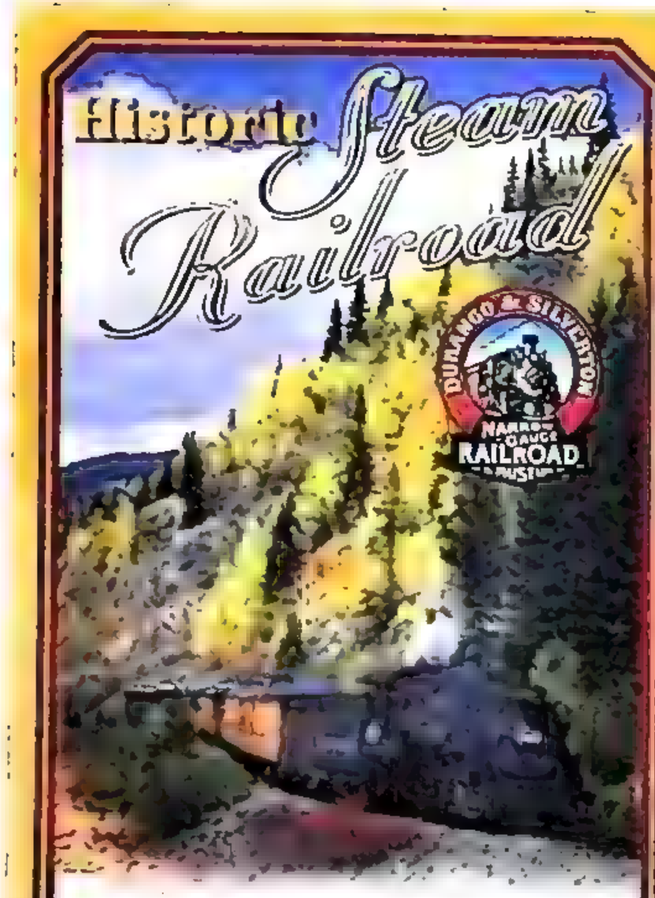

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line (today Norfolk Southern's Southern Tier), and Lackawanna's was across the Susquehanna River. That part of the LV branch lasted into Conrail and was torn up in 1979; part of it remains, north of Owego, N.Y., owned by a county agency and run by the Owego & Hartford.

Edward F. Griffith, Binghamton, N.Y.

Setting things straight in Atlantic City

Thanks for the Atlantic City coverage ["Streetcars by the Seashore," pages 104-105 in "Car Stop"]. I rode those trolleys until they were abandoned during my junior year at Atlantic City High School, and as a boy, I rode the Shore Fast Line interurbans.

Some corrections: The bottom photo on page 105 of Shore Fast Line 133 is not at Atlantic City's Virginia Avenue terminal, which was by the Steel Pier and on a lively street. The photo is at 8th Street depot in Ocean City, a quieter venue, taken from Ocean City Boardwalk. The length of the trolley line between Inlet and Longport was closer to 9 miles than the 6 stated. Hog Island Brill car 6888 [bottom, page 104] is on private trackage near Inlet, 8 miles from the streamlined Brilliner pictured [top, page 105] in Longport. Car 6850, a sister to 6888, is preserved at Seashore Trolley Museum in Branford, Conn.

Stanley J. Moskowitz, Edison, N.J.

SP's "Sad Sam" was widely known

David Lustig's "Sad Sam" [pages 98-99 in "The Way It Was"] rang a bell. A decade earlier, at the other end of SP's Coast Line, that could have been me. I grew up in Redwood City, south of San Francisco. I had the same kind of fat-tire bike, and would go to the library after school. On my way, I'd see a mail storage car on a spur near the depot, which "Sad Sam" would pick up on the way to San Francisco. Steam still ruled the Coast Line, and Sam usually had a 4-6-2 or 4-8-2. Dad always referred to the train as "Sad Sam," but I thought it was just a local name. Apparently not.

Glenn Joesten, Yreka, Calif.

Got a comment or correction? Write us at Fast Mail, CLASSIC TRAINS, P.O. Box 1612, Waukesha, WI 53187-1612; e-mail: fastmail@classictrainsmag.com. Letters may be edited for length and clarity.

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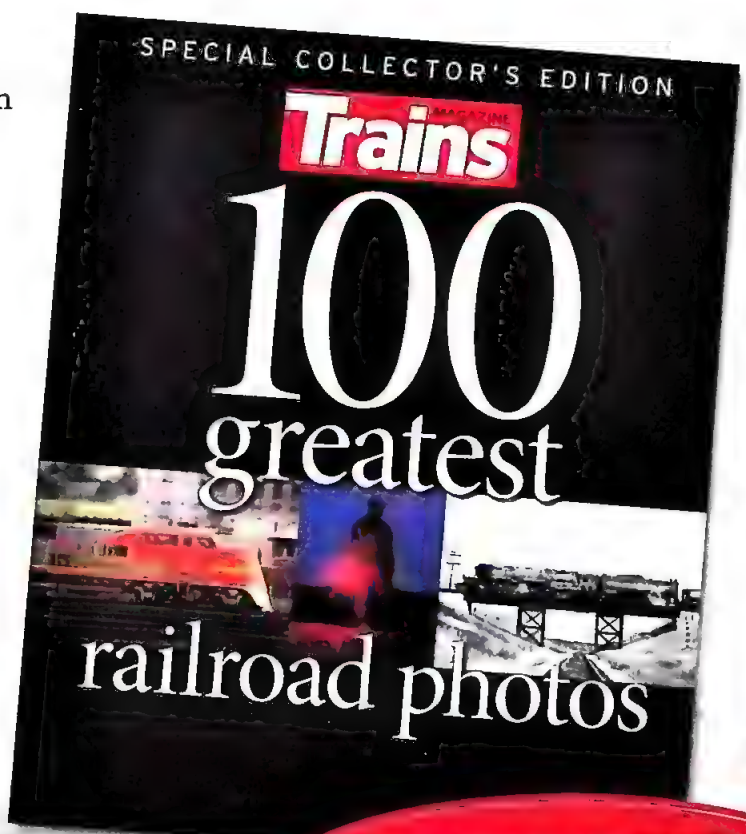

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Ann Arbor rode the waves to success

With more lake miles than track-miles, this Michigan road was unique

The Ann Arbor Railroad was as much a steamship line as a railroad. Built from Toledo, Ohio, northwest across Michigan's lower peninsula to Frankfort, it existed for one reason—to move freight in carferries across Lake Michigan to bypass congested Chicago. From 1910 to 1968, "the Annie" operated 320 carferry route-miles versus 292 miles of railroad. AA was at the forefront of carferry design and innovation, from the first wooden-hulled vessels to the most advanced carferry to ever sail Lake Michigan.

During the 1940's, up to six ferries made the round trip from Boat Landing, as AA called its yard in Elberta on the south side of Frankfort harbor, to two Wisconsin and two Michigan Upper Peninsula ports. The boats ran year-round on a tight schedule, timed to match with three pairs of scheduled Toledo freights, where AA interchanged with five eastern trunk lines. Eight well-kept 2-8-2's powered those short, fast trains across AA's rolling profile until 1950, when 14 Alco FA2's took over.

My earliest memories include standing on the sidewalk at my grandparents' home in Clare, Mich., watching streamlined blue-and-gray diesels blasting black smoke as they mysteriously went back and forth. Chesapeake & Ohio's line from Saginaw to its Lake Michigan port of Ludington ran near the house, but it was Clare's other railroad that fascinated me. Maybe it was the infrequency of Annie's trains, by then only one each way a day, and behind GP's

John S. Ingles; collection of J. David Ingles

At the joint C&O-Ann Arbor depot in Clare where author Warrick would watch trains, the engineer on northbound freight TF-1, behind two GP35's, reaches to pick up orders in May 1966.

which had replaced the FA's in the mid-'60's. But you could get close with the daylight train, FT-2, which would roll in from the north every afternoon behind three or four orange diesels. Most days, it would stop to interchange with C&O, and the distinctive horn would send me flying onto my bike.

Perhaps even more it was Annie's people: the station agent who welcomed the kid into his world of train orders and waybills, or the train crews who would speak of foreign places like Owosso and Boat Landing. It was like a family, and I was being drawn into it.

As time went by, there came confusing talk of "deferred maintenance" and "bankruptcy." I heard comments like, "The car decks don't hold as many of those longer cars," and "Annie's an orphan again, kid!" I skipped school more than once to drive to public hearings on the abandonment of "my" railroad.

Ann Arbor was a latecomer. Conceived in 1868 to connect Toledo and Ann Arbor, 45 miles, to compete with Michigan Central, it accomplished only roadbed grading. Eventually the line was built, by James M. Ashley, a lawyer and ex-congressman whose vision went way beyond Ann Arbor. His dream was what evolved—to reach Lake Michigan, where he would establish the first cross-lake rail carferry service. Construction on the Toledo & Ann Arbor began in 1877 and reached Ann Arbor in 1878.

Construction continued as the Toledo, Ann Arbor & North Railroad, meeting near Thompsonville in late '89 with the Frankfort & South Eastern. Ashley leased it to reach the lake and merged it into TAA&N. In Ashley's haste to reach the lake, his line missed every major town and had no branches to feed it.

Although money had become tight in the early 1890's, loans were secured and two wooden ferries, *Ann Arbor No. 1* and *No. 2*, were built in 1892 by Craig Ship Building Co. The vessels were 260

Stanley H. Maller

***Annie's Viking*, the last word in Great Lakes carferries, lists a bit to port at GB&W's dock in Kewaunee, Wis., on July 6, 1974, during unloading or loading, which were careful balancing acts.**

By Robert I. Warrick

feet long and could carry 24 freight cars. Their bows were designed to ride up on lake ice and crush it with their weight, a necessity for year-round navigation. The design was followed by all subsequent cross-lake carferries.

Ferry service began November 24, 1892, and the railroad enjoyed a brief success until a strike over wages in March 1893 by the Brotherhood of Locomotive Engineers financially wrecked it. The railroad was forced into bankruptcy in April, and Ashley lost control. The receiver put $1 million into new equipment, facilities, and improvements, and the name was changed to Ann Arbor Railroad Co. on September 1, 1895.

Transformed from a dirt-track pike, the property emerged from bankruptcy July 1, 1897. Cross-lake traffic was growing, so a third ferry, the all-steel *Ann Arbor No. 3*, was added in fall 1898. The railroad had become increasingly dependent on its eastern connections and needed a friendly parent to survive. The newly formed Detroit, Toledo & Ironton Railway stepped up in 1905 and acquired AA stock control. Under DT&I, Annie's traffic grew, so 13 new 2-8-0's for freight and five new 4-4-2's for varnish were added.

Over-spending and poor financials doomed the relationship when DT&I entered bankruptcy in 1908. The purchase was invalidated by the bankruptcy court, leaving AA out in the cold until November 25, 1910, when a group of investors bought it. For the next few years AA flourished, adding three more ferries plus railroad cars. Four passenger trains rambled between Toledo and Frankfort each way six days a week, with flagships 51-52 running daily. Yearly ridership topped 1 million; for economy, AA bought five McKeen motor cars for locals. During World War I government control, USRA added four light 2-10-2's, and after the war, AA added the 2-8-2's.

Wabash Railroad had kept an eye on the Ann Arbor since the late 1890's, as the dependable all-season carferry service fit into its expansion plans. On November 2, 1925, it took stock control, and soon, Wabash ordered the last ferry built for Annie, the *Wabash*. Launched March 19, 1926, she was the largest Great Lakes carferry to date—366 feet long with a capacity of 32 freight cars.

The relationship lasted 37 years. No new steam locomotives were added, but AA began to dieselize in 1941 with 44-ton Whitcomb No. 1, adding Alco S1's 2 and 3 in 1944. By fall 1951, steam was set aside as AA finished its roster with FA2's 50-56A, S3's 4-7, and two RS1's, 20-21. The latter were for Annie's passenger trains, but those ceased on July 19, 1950, never dieselized. The carferries continued to handle a limited number of passengers and autos until the end.

Annie's success was tied to the Wabash, whose colors AA's diesels wore: black for switchers and blue, gray, and white for road power. Wabash's traffic

Robert A. Hadley

AA's "flagship" train No. 52, behind 4-4-2 No. 1611, passes Owosso yard switcher No. 121, one of eight turn-of-the-century 4-6-0's, two weeks before the last passenger runs in July 1950.

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Photo, Russ Porter, collection of Pete Stonitsch; timetable: collection of Robert I. Warrick

Ann Arbor, like Wabash, was inconsistent about gray versus white on cab-unit flanks, as on the two FA2's on train FT-2 at Durand, Mich., in fall 1960. The map is from a June 1920 timetable.

department kept the ferries full, but they were getting old and losing capacity as freight cars got longer. To modernize, *Ann Arbor No. 6* was lengthened and repowered with two 2,750 h.p. Nordberg V-12 diesels; it returned to service in March 1959, named for Wabash President Arthur K. Atkinson. The *Wabash's* boilers were converted to oil-firing in 1962.

The eastern railroad mergers of the 1960's ultimately doomed the old Ann Arbor. As planning for the big Penn Central deal went on, the Norfolk & Western, wanting competitive expansion, merged with Wabash, Nickel Plate Road, and two smaller Class 1's in October 1964. PRR's Pennsylvania Company had a stake in N&W and controlled Wabash (87 percent) and DT&I. N&W wanted no part of the Ann Arbor and its costly ferries, so AA was foisted off on DT&I. Henry Ford had modernized the line after 1920 but was forced by the government to divest from railroading, selling DT&I to PRR's Pennroad Corp. in 1929. By the '60's, DT&I was profitable, carrying Ford and other Detroit auto traffic south to interchange with trunk lines across western Ohio.

With ICC approval, DT&I took over the Ann Arbor on August 31, 1963, and soon replaced the tired FA2's with 10 GP35's, riding on Alco trucks and painted in DT&I orange with large "Ann Arbor" lettering. (The four FA's not traded to EMD went to Wabash briefly.) DT&I's GP's often mixed with the Annie's.

DT&I had ferry *Wabash* fitted with experimental propellers for more speed and changed her name to *City of Green Bay*, and loaned AA $2.5 million to rebuild *Ann Arbor No. 7*, done in 1963-65 by Fraser-Nelson Shipbuilding in Superior, Wis. She was lengthened, got four EMD 2,500 h.p. 567 diesels (identical to those in the GP35's), and reentered service in spring as *M.V. Viking*. DT&I worked to add bridge traffic to and from Green Bay & Western at Kewaunee, Wis., but even with the bigger boats, capacity remained an issue as car sizes increased. AA was losing money. First the ferry route to Manistique, Mich. (and AA subsidiary Manistique & Lake Superior), was discontinued, then the one to Menominee, Mich.

Although Ann Arbor was not immediately sucked under in the June 21, 1970, Penn Central bankruptcy, its fate was sealed. A firm was hired to liquidate Pennsylvania Co. assets, including AA and DT&I. Ann Arbor defaulted on the loan for the *Viking* on November 1, 1972, and filed for bankruptcy on October 15, 1973, leading to AA's inclusion with other bankrupts in the Regional Rail Reorganization Act of 1973 that resulted in Conrail. In the first Preliminary System Plan, abandonment was recommended north of Ann Arbor, but Michigan wanted to preserve the line.

When Conrail began on April 1, 1976, the Ann Arbor Railroad ceased to exist. Michigan arranged for a new company, Michigan Interstate Railway, to run it, which lasted from October 1, 1977, to September 30, 1982. MI cut back to just Toledo-Ann Arbor, while another new firm, Michigan Northern, ran the old AA between Alma and Frankfort during October 1982-May 1984. The Alma-Ann Arbor portion became part of an expanded Tuscola & Saginaw Bay, which had begun on ex-PC lines east of

John S. Ingles; collection of J. David Ingles

AA had 10 Wabash-built cabooses and seven International Car clones, including No. 2846.

Saginaw. In May 1984, T&SB—"Tisbee," for its reporting marks TSBY—took over north of Alma, too. The carferries quit in April 1982, and the track was eventually cut back to Yuma. On March 1, 2007, TSBY—having long spun off its original lines—changed its name to Great Lakes Central to better reflect its location. (GLC also operates ex-Michigan Northern, ex-Pennsylvania Railroad track north of Cadillac.)

Today, the last two AA carferries and the two RS1's still exist [see "Second Section"], and the privately held Ann Arbor Railroad operates Toledo-Ann Arbor. I became a sales representative for the TSBY in 1985 and have worked in railroading since, but my heart will always belong to the Ann Arbor. ■

ANN ARBOR FACT FILE

(Comparative figures are for 1945 and 1972)
Rail route-miles: 292; 300
Locomotives: 23; 16. **Carferries:** 6; 3
Freight cars: 1,173 (28 M&LS); 575
Headquarters cities: St. Louis, Mo. (1925-1963); Dearborn, Mich. (1963-1976)
Special interest group: Ann Arbor Railroad Technical & Historical Assoc., Box 1691, Holland, MI 49422; www.trainweb.org/annarbor
Recommended reading: *Ann Arbor Railroad in Color*, by Robert I. Warrick (Morning Sun Books, 2008); *Ann Arbor Railroad Company*, by Henry E. Riggs (AA, 1948; reprinted by AART&HA); *Great Lakes Car Ferries*, by George W. Hilton (Howell-North, 1962; reprinted by Montevallo Historical Press, 2003)
Sources: *Historical Guide to North American Railroads* (Kalmbach, 2000); *Official Railway Equipment Register*; author's files

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Two days with Western Maryland steam

Challengers and Consolidations, and some B&O action, in the rugged mountains helped an epic trek get off to a good start

By Edward Theisinger • Photos by the author

"Doing what we came to see," WM 4-6-6-4 Challenger 1203 hoists the 91 cars of Connellsville-bound freight WM-3 around Helmstetter's Curve west of Cumberland, Md., on May 15, 1952. Pushing on the rear is 2-10-0 1118. The six railfans on hand were working 11 cameras.

WM Challenger 1202 eased off downgrade in the Narrows (above), making for our first photo of the trip in good light conditions. Astounding to local fan Bill Price was the appearance of an EM-1 2-8-8-4 west of Cumberland, doubleheading with a 2-10-2 (left).

The first major target on the big trip the late Bob Collins and I made in spring 1952 in search of steam was Cumberland, Md. It was on this extended, 18-day outing from northern New Jersey that he and I photographed Louisville & Nashville 2-8-4's in Kentucky ["Big Emmas Over the Red River," *Fall 2006* CLASSIC TRAINS]. We left Ridgewood, N.J., in Collins' auto in the early hours of Thursday, May 15, accompanied by Preston Johnson of Boston and fellow New Yorker George Hamcke. We intended to meet friend Bob Malinoski, already on vacation in his own vehicle around Altoona, Pa., in Cumberland to take pictures on the Baltimore & Ohio and Western Maryland.

Arriving at the B&O station in Cumberland, we spotted Bob parked in his car, watching steam freights roll in from the west. He glumly reported bad weather and an abundance of diesels on Pennsylvania's Horseshoe Curve, so we all hoped for better luck here. A diesel freight went west, then a steam pusher returned from the west, but with a gray engine under a gray sky, we didn't even try a picture. Instead, our thoughts turned to breakfast.

After we ate, we drove over to Ridgeley, W.Va., just minutes away across the Potomac River, to see what was lined up at the Western Maryland roundhouse. Ridgeley was murky but had its usual number of shiny engines—this was not our first trip down here (the cover shot of 4-8-4 1411 was made two months before). As I got out of the car, H-4b class 2-8-0 455 came down the Elkins Division tracks that circle the locomotive area, running light. Near the roundhouse, a big 4-6-6-4 Challenger, 1208, was being spray-painted.

We decided to head north to Cumberland Narrows and perhaps catch some B&O freights. The Narrows hosted, from south to north, the WM line to Connellsville, Pa.; U.S. Route 40; Will's Creek; and B&O's Chicago line. Here we ran into William B. ("Bill") Price, a local fan who'd had many photos published in TRAINS magazine. The Narrows is a good spot for B&O pictures, but one could also keep an eye out for WM action. Some patches of blue sky kept our hopes up for clearing weather.

I was in Malinoski's car, while George and Preston were in Collins'. Coming alongside the WM in the Narrows, we saw a track gang at work, and lo, an eastbound freight with Challenger 1202 was stopped a few hundred feet west, waiting for the track to open.

Just then the sun came out strong. We waited for the Challenger to start up, hoping for some smoke, but since it was on a downgrade, the engineer just released the brakes and eased off. Nevertheless, it was our first shot of the trip under decent light conditions.

An old B&O Mallet, 2-8-8-0 7154, came downgrade with 100 cars about 11:15 a.m., and an hour later, at 12:25, B&O's *Washingtonian* went upgrade behind Pacific 5086, but the sun was behind a cloud, making for a dull shot.

While talking with Price, we spotted a doubleheaded westbound freight entering the Narrows, and after putting his field glasses on it, Bill exclaimed that its lead engine was a Yellowstone! Indeed, it was EM-1 2-8-8-4 7613, with 2-10-2 6222 behind it; they thundered by with 77 cars as the sun stayed out in between the clouds. This was the first time Price had ever seen an EM-1—largest locomotive east of the Mississippi—working west of Cumberland.

Figuring westbound traffic would be quiet for a while now, we went over to GC Tower, on the WM right in the Nar-

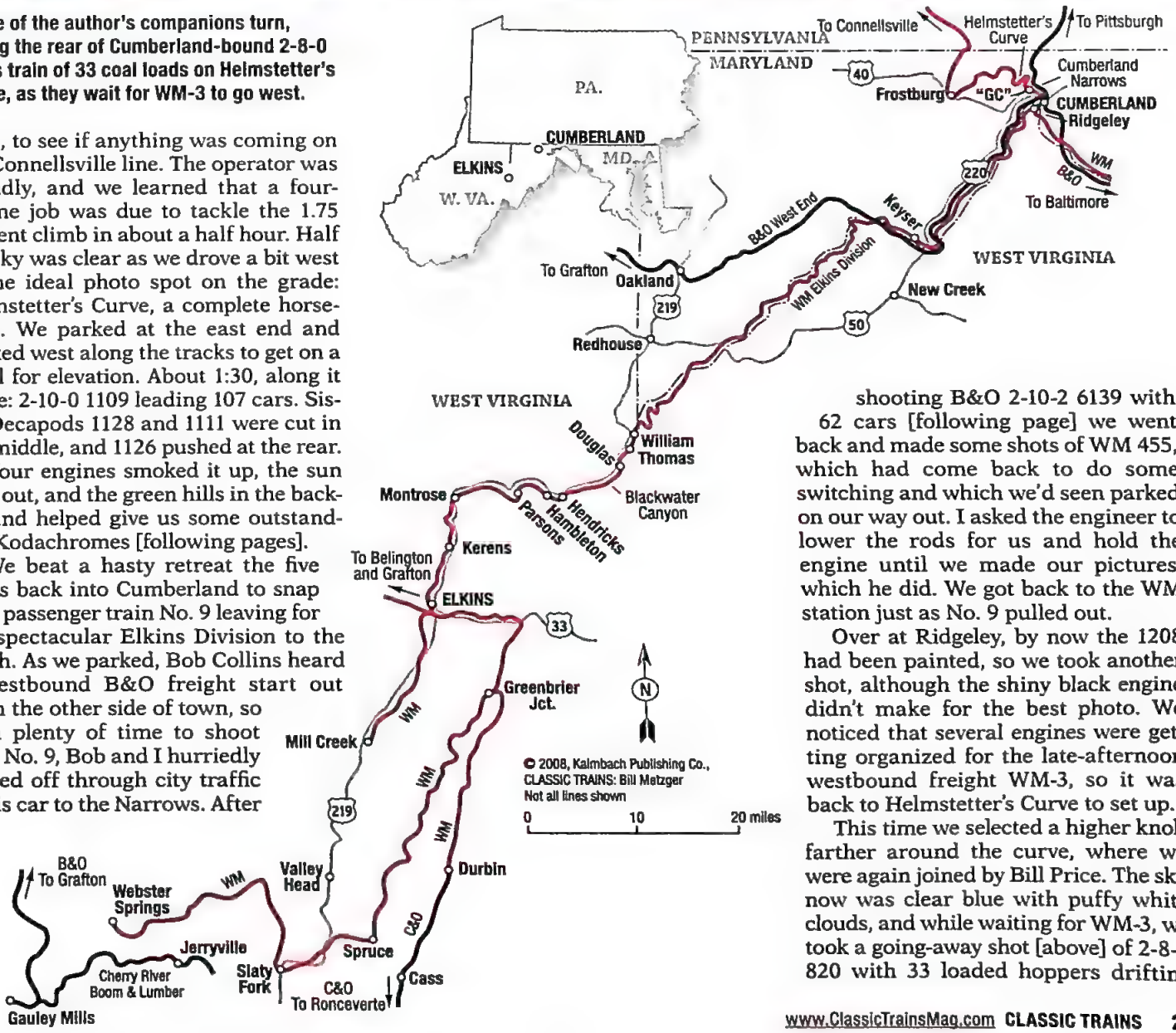
Three of the author's companions turn, facing the rear of Cumberland-bound 2-8-0 820's train of 33 coal loads on Helmstetter's Curve, as they wait for WM-3 to go west.

rows, to see if anything was coming on the Connellsville line. The operator was friendly, and we learned that a four-engine job was due to tackle the 1.75 percent climb in about a half hour. Half the sky was clear as we drove a bit west to the ideal photo spot on the grade: Helmstetter's Curve, a complete horseshoe. We parked at the east end and walked west along the tracks to get on a knoll for elevation. About 1:30, along it came: 2-10-0 1109 leading 107 cars. Sister Decapods 1128 and 1111 were cut in the middle, and 1126 pushed at the rear. All four engines smoked it up, the sun held out, and the green hills in the background helped give us some outstanding Kodachromes [following pages].

We beat a hasty retreat the five miles back into Cumberland to snap WM passenger train No. 9 leaving for the spectacular Elkins Division to the south. As we parked, Bob Collins heard a westbound B&O freight start out from the other side of town, so with plenty of time to shoot WM No. 9, Bob and I hurriedly roared off through city traffic in his car to the Narrows. After shooting B&O 2-10-2 6139 with 62 cars [following page] we went back and made some shots of WM 455, which had come back to do some switching and which we'd seen parked on our way out. I asked the engineer to lower the rods for us and hold the engine until we made our pictures, which he did. We got back to the WM station just as No. 9 pulled out.

Over at Ridgeley, by now the 1208 had been painted, so we took another shot, although the shiny black engine didn't make for the best photo. We noticed that several engines were getting organized for the late-afternoon westbound freight WM-3, so it was back to Helmstetter's Curve to set up.

This time we selected a higher knoll farther around the curve, where we were again joined by Bill Price. The sky now was clear blue with puffy white clouds, and while waiting for WM-3, we took a going-away shot [above] of 2-8-0 820 with 33 loaded hoppers drifting



downgrade, brake shoes smoking.

Soon we could wear WM-3 battling upgrade, still a couple of miles away. Smoke began to rise behind the ridge on the far side of the valley, and soon the lead engine poked into view, still a mile and 10 minutes away. Finally as the train canted into the curve, we six railfans, working 11 cameras, recorded 4-6-6-4 1203 doing what we came to see [pages 20-21]. Ninety-one cars followed, with pusher 2-10-0 1118 on the rear. This finished our day's WM action.

Ups and downs toward Elkins

After an overnight at the Kozy Kamp Kabins on Route 40 near Frostburg, on Friday we were up very early to head south on U.S. 220. Our target: WM's Elkins Division, which ran 10-engine freights! The weather disappointed us, though—a dismal morning, with damp air, although it was not raining.

The road first paralleled B&O's St. Louis line, and we expected to see a parade of freights, but such did not materialize. After a bad breakfast at the only restaurant open in Keyser, W.Va. (slow service and miserable eggs), our spirits were not high. On top of that, it showered as we made a gas-station stop on the way out of town.

A fast drive through city traffic netted us B&O "Big Six" 2-10-2 [Summer 2006 CT] No. 6139 climbing through the Narrows with 63 cars.

At New Creek, we picked up U.S. 50 heading west. The road was mountainous and rugged. The summit was 38 miles away, and then we had 14 more miles to Thomas, our first goal. Bob Malinoski's car developed engine trouble, and we had difficulty getting up the grades, being able to muster only 25 or 30 mph even with the gas pedal to the floor. We reached the top at remote Redhouse, back in Maryland's western tip, elevation 3,360 feet, and turned south on U.S. 219. At William, W.Va., where we caught up to the WM, we stopped briefly to photograph No. 10, the morning passenger from Elkins: 4-6-2 208 and two cars, by us at 8:50. The air outside was noticeably colder.

At Thomas, we learned from an employee that a freight was getting ready at Elkins to head north up the 3-percent grade. It would have 78 cars with seven engines! The obvious thing to do was go to Elkins, watch them get ready, and then head back north for photos, assuming we could find a suitable location. Between Hambleton and Parsons, Route 219 came close to the WM, then followed it closely to Elkins; as we drove south, we scouted for ideal photography sites. Even though the track direction was not a lighting factor owing to the overcast, suitable photo spots were practically non-existent.

Shooting Blackwater Canyon

Once in Elkins, a big WM terminal, we crossed the bridge at the north end of the yard and drove down the main

Classic sequence on Helmstetter's Curve: About 1:30 p.m. on Thursday, May 15, 1952, four Western Maryland 2-10-0's lift 107 cars westbound: 1109 leading, 1128 and 1111 cut in the middle, 1126 pushing on the rear.

street until we came to a side street that led to a point opposite the roundhouse. Standing on the station platform, we watched the train being made up.

The Elkins Division had only two classes of sufficiently powerful freight engines—20 class H-8 700's and 50 H-9 800's, all 2-8-0's—that could negotiate the line's 30-degree hairpin curves. The two head Consolidations, 840 and 816, coupled to 35 hopper cars at the north end of the yard, while the middle three engines—822, 850, and 843—coupled to the remainder at the south end. Had we been alert, we could've made a rare shot as the middle trio started up, blowing smoke high, coming at us as a temporary head-end tripleheader before coupling to the front section. Two more 2-8-0's, 841 and 809, coupled to the rear to complete the train. At this point, we headed north to find a good spot; Malinoski left his car in Elkins, and all of us rode with Bob Collins.

On the outskirts of town, we came by the head two engines just starting up and exchanged friendly toots on the car horn with the 2-8-0 whistle as we passed. The trip north could be made much faster by car than by train, so we had plenty of time to find a spot. For the first 10 miles, the railroad was practically level, allowing the two lead engines to do all the work. Keeping pace with the middle three engines, we rolled down the windows to get the full benefit of the sound effects. At one of the few places the road left the track, we were stopped by the state police for a check on our identifications; apparently a hunt was on for an escaped criminal. We worried we'd miss our photo, but we were on our way in a couple minutes.

At Kerens was a grade crossing, so we stopped to shoot across an open field at an almost 90-degree angle, but the engines were still drifting and failed to show any smoke. We caught up and passed the train, and at the Montrose grade crossing we stopped and let it pass by again, though I grabbed a shot of the middle trio of engines [page 27]. Almost to a 2-percent grade, the 2-8-0's were commencing to work and to put out some smoke. We went non-stop to Parsons to watch the train negotiate the tight curve smack in the center of town, but it was so dark from the thick clouds overhead we didn't attempt pictures.

We drove up to a point near Douglas that overlooked a curvy section of the

8-mile-long Blackwater Canyon so we could photograph all seven engines working hard near the top of the 3.05 percent. As we drove up a narrow dirt road near our spot, the overcast brightened considerably. Now on foot, we made our way down a steep incline through woods to a terrace 20 feet above the rails. From here, we could see the track as it made a sweeping curve from the left and passed below us.

The sound of the train long preceded its arrival, of course. As it came into view, we all took last-minute light readings to see if conditions had improved. Barely moving and loudly barking, with exhausts going straight up, the two lead 2-8-0's crept round the curve. We were able to take several shots [pages 28-29] before they passed us [see also "Storming Blackwater Canyon," Spring 2002 CLASSIC TRAINS].

The lead engines smoked up the canyon so much that when the middle three helpers came around the bend, we could hardly see them. I took one shot in the smoky atmosphere anyway. Finally, as the two rear pushers went by and their exhausts died out, the comparatively soft roar of a nearby waterfall again became the only sound in the canyon.

We hiked back up to the car and drove up to Thomas, the railroad summit, where the train had stopped to cut out the five helpers and allow the lead pair to take on water. The lead engine, even though standing still, was belching clouds of the blackest smoke I'd ever

seen, so thick it looked like flowing molasses. In spite of the dull lighting, the smoke was so intriguing that I took several pictures. The fireman was cooperative and kept up the smoke until we signaled that we had our shots.

Bob Malinoski climbed aboard the second engine to talk with the crew. We decided to get a shot of them pulling up and so walked north along the track a bit, and while we waited for them, 2-8-0 738 came ambling in from the north with a local freight. After he cleared, our northbound doubleheader started up with a tremendous vertical blast of smoke, thanks to the friendly fireman.

The second locomotive, however, was giving off practically no smoke. Malinoski was still in the cab, so we signaled him, and within a couple of seconds both engines were pouring it out [above]. But immediately a new worry cropped up—as the train was rapidly picking up speed, Bob had to drop off soon or face not getting off until Cumberland. We expected him to emerge as we snapped our shutters, spoiling an exciting picture, but he had the presence of mind to jump while the engines were opposite us, and by then we had our shots.

While all this was going on, we noticed that the huge pall of smoke was settling on a clean, white house nearby. Bob told us later that according to the fireman, the woman in that house wrote a nasty letter each time there was even a small bit of smoke. We wondered what she'd say this time, since we couldn't even see her house for some minutes.

After following the seven-engine freight north out of Elkins, we paused at the Montrose grade crossing, where I managed a decent shot (above) of the three 2-8-0's cut in the middle of the consist. After taking water at Thomas (left), the two lead engines smoked it up for us.

Riding Blackwater Canyon

With freight activity over until late afternoon, we looked up in our *Official Guide* to see about passenger trains and saw that it would be possible to ride train No. 4 from Hendricks through Blackwater Canyon to Thomas, 10 miles, and after a layover of less than two hours, catch train No. 9 back.

We decided to leave our cameras in the car for the ride for several reasons. First, by waiting around doing nothing for several hours to photograph the late afternoon freight, we would run the risk of getting no shots owing to the increasingly dull weather. Even if the light held up, we could only get more gray photos like we already had taken. Second, the afternoon freight would have fewer engines, and third, train No. 4 was to be discontinued in a week, so the opportunity for the quick turnaround ride would be gone. Last but not least, Blackwater Canyon, as one of the most spectacular passenger-train rides east of the Mississippi, with its 22-degree curves and 3.8 percent grade, would be a treat in itself.

We motored down to Hendricks, parked the car at the station, and waited for No. 4. It arrived on time with a 4-6-2, a coach, and an RPO car. We climbed aboard the coach right behind the tender and chose forward seats on the right—the engineer's, and the canyon, side. Shortly after the conductor collected our fares, we entered the canyon, at an altitude of 1,698 feet, and started climbing.

Soon we were going up the wild and isolated canyon, with its sheer rock walls and waterfalls, the engine working harder and harder. We came to Big Run Curve, so tight that from the third window of our coach that I could see the side of our glossy Pacific! The view was spectacular. Rocky walls rose 1,500 feet, and patches of clouds floated below track level. Far below, a small stream meandered through the gorge.

Gradually the valley floor and stream got closer to track level. We passed the spot where we'd taken our pictures, and a few minutes later pulled into Thomas, elevation 2,965 feet. We had climbed 1,267 feet in 30 minutes, a spectacular ride we would never forget. After the train pulled out, we went into the station, whose waiting room was typically drab and old-fashioned but alive with railroad atmosphere.

With the constant clicking of the telegraph key in the operator's room in the background, we spent almost two hours talking railroad as it poured rain outside. The rain slacked off as we stepped out onto the platform to watch the northbound afternoon freight, a doubleheader up front, come to a halt beside us to pick up orders. It was cool and damp, and clouds of various shades of dark gray scudded across the sky as the train departed.

On the way back aboard No. 9, we looked for spots to take pictures in the canyon itself. Wayne Brumbaugh, a well-known New Haven Railroad dispatcher and Boston-area rail photographer (and the man who directed Bob Collins and me to that big L&N bridge on which we shot the 2-8-4's), had taken some that were published in TRAINS. We spotted his vantage point, which turned out to be the only one suitable for photos in the canyon. It was about halfway through, and in order to reach

From a terrace about 20 feet above the track in Blackwater Canyon, we made this sequence of photos of the seven-engine coal train.

it, one would have to hike a considerable distance, while watching out for rattlesnakes. One would have to carry in food and water, and the effort would take an entire day. We concluded that only a person like Brumbaugh would attempt to do something like this.

Enjoying small-town America

We drove back to Elkins and enjoyed what had become, from previous trips, the expected excellent supper in the City Restaurant. As we finished, we heard band music. Wandering down the main street, we found the source—a cakewalk. On a side street about a block from the roundhouse, a circle of numbered boxes had been whitewashed on the pavement. While a fair-sized crowd looked on, contestants vied for homemade cakes. A surprisingly good junior high school band, in smart uniforms, played music while contestants slowly walked around the circle. When the band abruptly stopped playing, the walkers were to "freeze." A number was then drawn from a hat and announced, and the person who'd stopped in the box with that number won the cake. If no one was in the winning box, more numbers were drawn. Three chances cost 25 cents.

With nothing else to do, we decided to hang around. Besides, a breeze occasionally would waft coal smoke down the street from the roundhouse. After watching for a while, we urged Bob Malinoski to enter the cakewalk, which he smilingly did. On his first try, he stopped one box beyond where he should have when the music stopped, only to have the number of the box he just passed up be the one drawn. On his second try, he won, and a large chocolate layer cake was deposited into his arms. He tried a third time but was unsuccessful.

Afterward, we found Coberley's Motor Court out on Route 33 southeast of town to our liking, and took two cottages, gathering in one to talk until bedtime. We discovered that right behind the motor court was the embankment for WM's Elk River branch.

Next morning, now Saturday, May 17, we were awakened at first light by a freight going north with a considerable number of engines. We would find out later this was the daily coal drag from Webster Springs, on a branch that had worse curves (32 degrees) and more engines to a train than on the Blackwater Canyon grade to Thomas! Unfortunately, these drags ran only at night.

After breakfast at the City Restaurant, we wandered over to the roundhouse and photographed 2-8-0 No. 842. At this point, Bob Malinoski decided to head home, as he wanted to spend a few days on the Reading before his vacation ended. He split the cake he'd won, giving us half and keeping half. Wishing us "good hunting" as he shook hands good-bye, he drove off, leaving us again a party of four.

It was time for us to be on our way, too, having had pretty good luck, except for the weather, on the Western Maryland. We headed south again on U.S. 219 and stopped briefly at Slaty Fork to look over the 2-8-0's used on the Webster Springs line, but none was in a position for photos. We backtracked to Valley Head, passing under the WM near Linwood, which at 4,017 feet elevation was the highest standard-gauge common-carrier railroad east of the Mississippi.

We were on our way to Jerryville, where Cherry River Boom & Lumber kept its engines and where we would photograph an ex-Gulf, Mobile & Ohio 2-8-2 in sunlight.

Ultimately, we would wind up reversing our trip plan as the weather continued to be mostly uncooperative. We first went west, as far as central Illinois, before heading south for the L&N 2-8-4's and other goodies, and en route home, wound up passing through Elkins again two weeks later, on the 31st, but only for lunch as we made for Cumberland overnight and then home. Our epic trip was winding down, and would total 4,300 miles in 18 days. Journeys like this are never forgotten. ■

Leaving Western Maryland country, we first stopped at Jerryville, W.Va., to photograph this ex-GM&O 2-8-2 of Cherry River Boom & Lumber. Then it was on to Illinois and other points.

Around the standard-gauge circle

In a northward view from the late 1920's, more than a decade after it lost its buffet car, Southern train 1, known as the "Lonesome Pine Special," nears Appalachia, Va. Across the Powell River at right is L&N's Cumberland Valley Division, another part of the "standard-gauge circle."

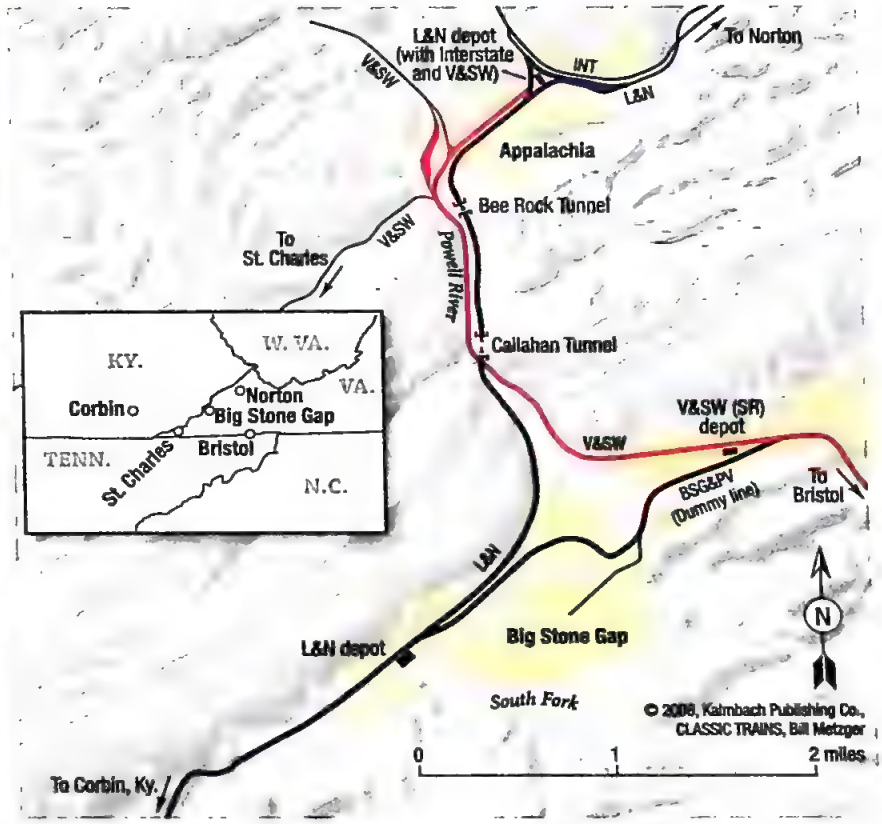
A century ago in southwestern Virginia, folks devised a unique way to enjoy a few beers on Sunday

By Ron Flanary

Any historian of Colorado railroading worth his South Park Mason Bogie could tell you about the "Narrow-Gauge Circle," the network of Denver & Rio Grande Western and Rio Grande Southern 3-foot-gauge rails that defined an orbit in the southwest portion of the state, plus a small section of New Mexico. More like a rectangle, its "corners" were roughly Salida, Antonito, Durango, and Montrose. At one time it was possible, of course, to ride this entire circuit on regularly scheduled passenger trains, but there are few folks, if any, still living who might have done so.

Back in my home territory, the storied hills of southwestern Virginia, a "circle"—really a sort of triangle, as a glance at the map will show—enclosing a much smaller area, and with standard-gauge tracks, was briefly available to inventive souls seeking modest libation and a brief railroad excursion. The story was related to this writer by

Ruston Fannon collection, courtesy of Ron Flanary



the late Max Graber, whose father was in middle management for the Stonega Coke & Coal Company shortly after the turn of the 19th century into the 20th.

Rail service first came to the area coalfields in 1890, when the South Atlantic & Ohio arrived in Big Stone Gap from a connection with the rest of the railroad world in Bristol, Va. The Louisville & Nashville's Cumberland Valley Division, under construction eastward from Corbin, Ky., came through the following year. The SA&O and L&N lines approached Big Stone Gap from opposite directions. For reasons that are often disputed by local historians, the two railroads bypassed the relatively spacious bottomlands of Big Stone Gap, choosing instead to claim opposite banks of the Powell River just north of town, swap sides, and push through the "Gap" another couple of miles to a community that later became Appalachia. The SA&O established a yard there, but the L&N continued 10 more miles to a junction with Norfolk & Western's Clinch Valley District at what became Norton. The SA&O would become the Virginia & Southwestern in 1899, and the V&SW itself would be absorbed by Southern Railway in 1916, but the basic pattern of rail service in this coal-rich region was in place by 1891.

Although the L&N skirted Big Stone Gap along the municipality's northern corporate limits, and SA&O came through on the eastern side, the community would not be denied the benefits of railroad service "downtown." Influential resident Rufus Ayers incorporated the Valley Street Railway in 1890 to connect the L&N and SA&O passenger stations, which were at opposite ends of town. The 4.5-mile line began operations in 1891, soon after the L&N was completed, with second-hand 0-4-2T "dummy" engines and a few wooden

A "Dummy Line" train eases down Wood Avenue in Big Stone Gap (right) circa 1900; on another occasion (below), a woman poses on an engine near the L&N station. Sunday circle trips began and ended on the Dummy.

Two photos, Ruston Fannon collection, courtesy Ron Flanary

passenger cars. Initially, at least, it employed link-and-pin couplers. Until it was abandoned in 1916 (after two reorganizations and two name changes, both involving "Big Stone Gap & Powell Valley"), this unique operation was known locally by all as the "Dummy Line."

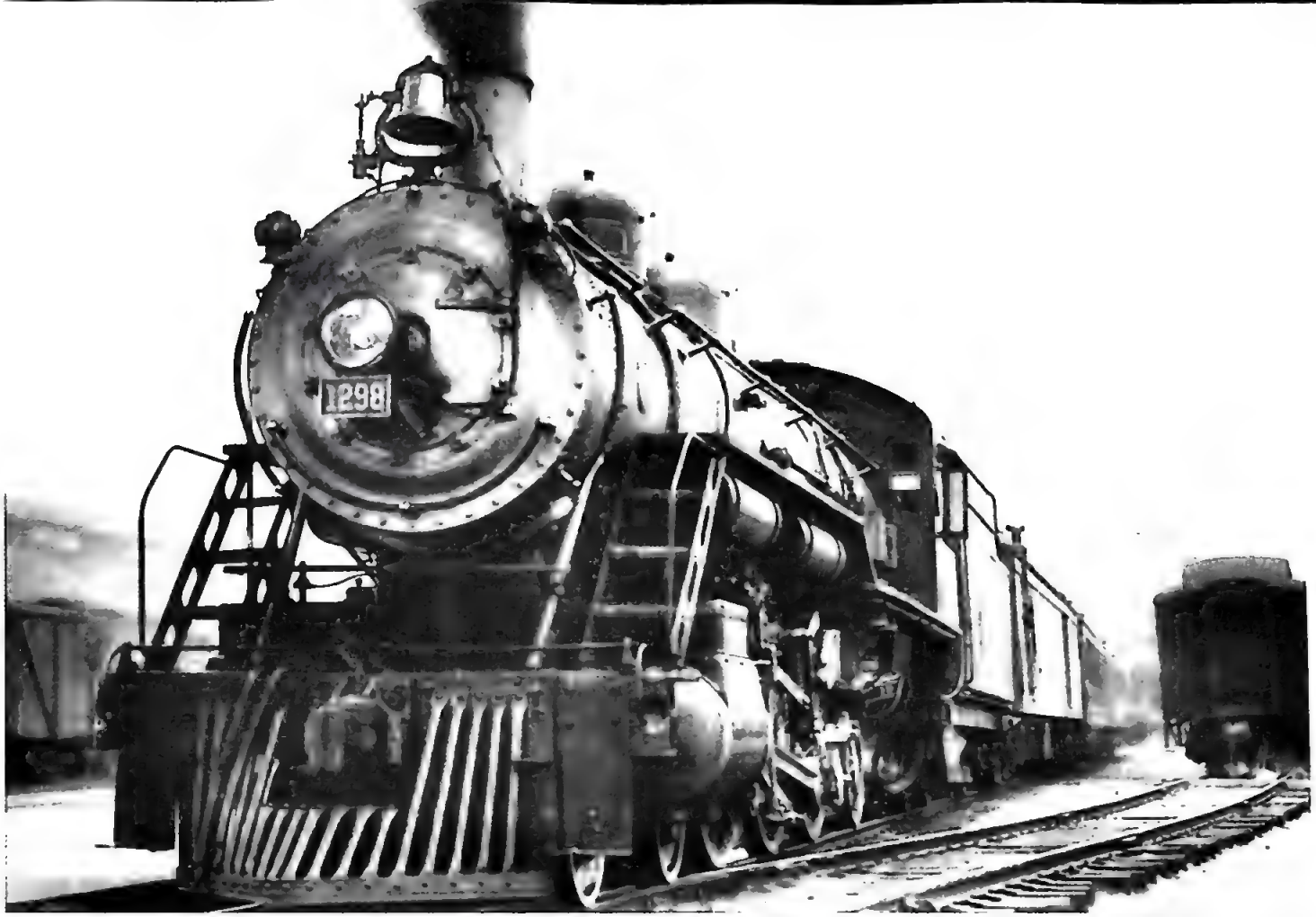
In 1901 the L&N and SA&O successor V&SW inaugurated through Pullman buffet sleeping-car service between both Cincinnati and Louisville and Bristol, with the handoff from one railroad to the other at Appalachia (where both roads used L&N's station). With a few changes over the years, this operation lasted until 1917, or shortly after the V&SW was absorbed by Southern Railway. The Pullman cars were handled by V&SW train No. 1 and L&N train No. 24 westbound, and by L&N 21 and V&SW 2 eastward. Both roads offered twice-daily passenger service, but the other trains were coach-only.

Our thirst-quenched friends would stagger off and purchase tickets on the Dummy back to the center of town, completing their Sunday circumnavigation of the "standard-gauge circle."

The elder Graber, and several of his friends, devised an interesting and entertaining way to pass the time on a typical hot and humid summer Sunday evening. The Dummy Line's train would pick up passengers (and some mail and express) in Big Stone Gap's business district, then amble out to the V&SW depot in the eastern end of town to meet V&SW No. 1 from Bristol. There, Graber and his friends would purchase first-class space on the through Pullman from Big Stone Gap to Appalachia on the V&SW and then back on the L&N, which would deposit them at the other depot on the other side of town.

Why take the ride? The sale of alcoholic beverages on Sunday was strictly prohibited in Wise County, but the law didn't affect the buffet operation on the train, it being interstate commerce. This service was available only to Pullman patrons, for there was no dining or lounge car on the trains. Once aboard the through Pullman, the group would order up a round of cold beers and enjoy the scenery as the train worked its way through the "Gap" the last 3 miles or so to the L&N depot at Appalachia. While the car was being switched from the V&SW train to L&N 24, they would down a second round of drinks, for the normal station time at Appalachia for switching the Pullman was about 10 minutes. By departure time, a third (or perhaps a fourth, depending on the heat of the evening) round of cold brews would finish off things. The Ten-Wheeler hauling L&N 24 would cover the 4 downgrade miles to Big Stone Gap and roll up to the depot after a run of slightly under 10 minutes.

By the time the small entourage alighted from the Pullman, the Dummy Line train had retraced its path through town and arrived to meet the Old Reliable's evening train to Corbin. Our thor-



Ron Flanary collection

Ruston Fannon collection, courtesy Ron Flanary

Southern 4-6-2 No. 1298 (above, ready to leave Bristol, Va., in February 1935) was a regular on trains 1 and 2 after the buffet-car era. Appalachia's "union" depot (left), where the buffet car was interchanged, was used by owner L&N, Southern, and Interstate, whose 4-6-0 No. 2 stands on the wye. A brick depot replaced this one after a 1925 fire.

oughly thirst-quenched friends would stagger off and purchase tickets on the Dummy back to the center of town, completing their Sunday circumnavigation of the towns' "standard-gauge circle."

This was a relatively short-lived opportunity to mix cold beer with train-riding in such an innovative fashion, because the Pullman buffet service lasted only 16 years. Moreover, the expiration of the through sleeper nearly coincided with the demise of the Dummy Line. (And, of course, the arrival of Prohibition in 1920 would have dried up the reason for the Sunday circle trips.)

Successor Southern Railway ended regularly scheduled passenger service through Big Stone Gap in 1939, although L&N hung on until 1953, with the last regular passenger train to pull out of town being a pitiful Alco diesel switcher dragging along a single wooden "Jim Crow" combine on a truncated ride to Cumberland Gap, Tenn., the service having already been discontinued west of the Commonwealth of Virginia. As for the Dummy, the right of way for Big Stone Gap's street railway soon gave way to other forms of transportation.

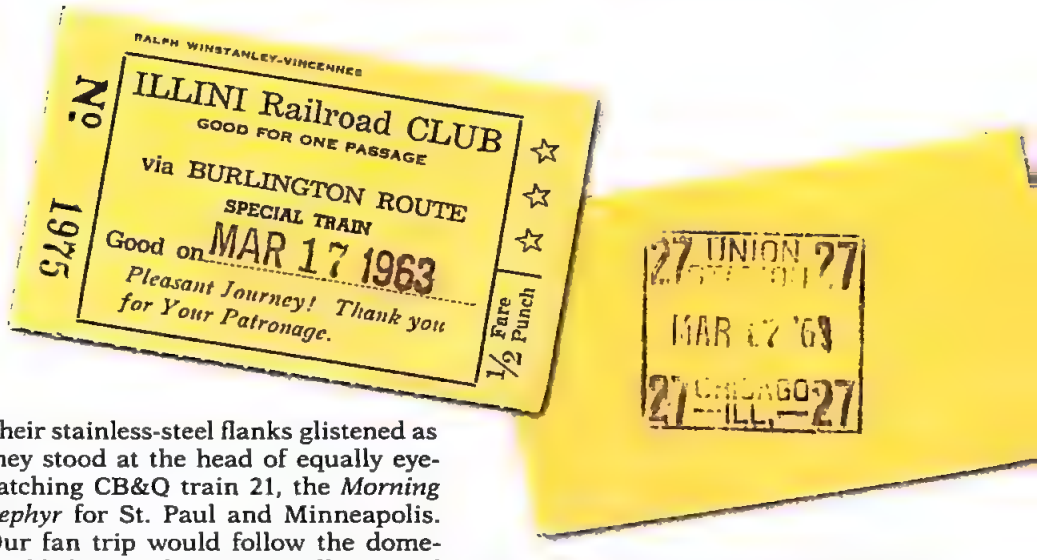
Not all of this tale is history. Even though southwestern Virginia's "circle" was broken in 1916, purists can take heart in the perpetuation of at least one feature—a century later, the sale of alcohol on Sunday in Wise County is still strictly prohibited. ■

Unexpected fan-trip adventure

A high-school kid got more excitement than he bargained for when he took his girlfriend on a Burlington Route steam excursion

By Ed DeRouin • Photos by the author

Burlington 5632 strips her stuff for a photo
stop at Galena Junction, Ill., during a rare
burst of sun on the March 17, 1968, fan trip.



The front and back sides of author DeRouin's ticket, purchased at a regular Union Station window, bear the date of the memorable trip.

St. Patrick's Day 1963, a Sunday, was a memorable day on my personal calendar. That evening, my girlfriend and I arrived home safely and relatively on time after a long and event-filled date . . . on the railroad! As usual, I had prepared for the train trip by packing into my grip my camera, film, a timetable, and an extra jacket, and I had taken some additional steps since I'd asked Barb to join me. However, I was not prepared for the unexpected events that made this day one to remember.

It began innocently enough. Barb and I had been dating for some time; the Illini Railroad Club had announced a Chicago-Dubuque, Iowa, steam excursion on the Burlington Route for March 17; and I believed the time was right to introduce Barb to the railroad side of me by taking her on a fan trip. There was one hitch: Once Barb was OK with the plan, I—we—would have to convince her parents into allowing her to miss Sunday church with her family and travel with me across a state line. In 1963, this was heady stuff for two high-school kids living in the north side Chicago neighborhood of Rogers Park.

With Barb's parents' blessing (and after Barb attended 6 a.m. Mass), we caught an elevated train downtown and arrived at Chicago Union Station shortly after 7 a.m. We purchased our tickets at a regular station ticket window, passed through a south concourse gate, and descended the ramp to the platform. The fan-trip consist occupied one of the longer tracks. We walked past the specially outfitted gondola car on the rear of the train (a common feature on CB&Q trips of the era) and selected a coach for our 374-mile round-trip ride. Up ahead were more coaches, a diner, a dome car, a baggage car with safety bars in the open doors, and privately owned heavyweight office car *Captain Hook*, its observation platform pointed forward.

After placing our coats and other belongings on our seats, I suggested that we walk ahead so I could introduce Barb to the reason for all this, the star of the show: Chicago, Burlington & Quincy O-5B No. 5632, the last active example of the road's great 4-8-4 locomotives. We, along with many others, marveled at how the engine seemed to fill the trainshed. Its size, sound, and smells caused us to wonder what the station could have been like in the era before the diesel-electric.

Two tracks away, two examples of the newer type of motive power (ironically, just about as old as the 4-8-4) were idling: E5A 9912A and E5B 9912B. Their stainless-steel flanks glistened as they stood at the head of equally eye-catching CB&Q train 21, the *Morning Zephyr* for St. Paul and Minneapolis. Our fan trip would follow the dome-studded streamliner across Illinois and up along the Mississippi River. I expected to find No. 21 in the station, for I had been fascinated by Burlington's *Zephyr* fleet from an early age. But I was unprepared for what came next.

As we walked down the platform, a familiar person climbed out of the cab of the E5A, turned toward Barb and me, and waved. I waved back. It was Max Wissell, a Burlington engineman whom I'd met during my forays around Union Station. He beckoned me over. I excused myself, looked for traffic, crossed the track separating us, climbed onto the platform, and said, "Hi, Max!" He asked what I was doing, and I explained our plans. He then dropped the bombshell that resounds yet today, "Wouldn't you rather ride with us?" he asked, pointing to the E5's cab. "We would bring you back tonight on 24."

At that moment, several events occurred simultaneously. Time stopped. I no longer could hear the idling E units or panting O-5B. My vision of riding the wind westward shifted as I turned my gaze to the opposite platform and the young woman looking so intently at me. Ditching her, even for an E5 cab ride, was out of the question.

Somehow, from somewhere deep inside, my voice replied, "Max, thank you for the invitation. I would really love to ride with you . . . but not today." It was the invitation of a lifetime, and I had to turn it down.

We returned to our seats, and soon we were moving. As the train departed, picking its way through slip switches before swinging west on CB&Q's triple-track main line, I anticipated the photo runbys and the

Al Chione collection

On April 1, 1962, less than a year before DeRouin's close call with their sisters, E5's 9912A and 9912B idle in Chicago Union Station, ready to leave with train 21, the *Morning Zephyr*.

Fans get a faceful of 4-8-4 as the 5632 is coupled to the gondola car on the rear end of the fan-trip consist at East Dubuque, Ill. She'll push the train across the Mississippi to Dubuque.

During his unexpectedly brief layover in Dubuque, DeRouin took time to photograph Milwaukee Road SW1 977 switching. MILW, IC, CB&Q, and Chicago Great Western all served Dubuque.

wonderment of exploring new territory, for this was my first trip on the Burlington's Aurora-Savanna Subdivision, known locally as the C&I (the moniker came from the name of a predecessor company, the Chicago & Iowa). This was the fast trackage over which the *Twin Cities Zephyrs*, *Empire Builder*, and *North Coast Limited* made their daily dashes to and from St. Paul-Minneapolis. More heady stuff for a teen!

Typical of an Illinois late-winter day, the weather was anything but clear and bright, challenging the photographers during the photo run-bys, the first of which was held at Oregon, Ill., 99 miles out of Chicago. Nonetheless we enjoyed the ride, camaraderie, and the 5632.

After Oregon, we got hungry. It seems that whenever I rode a fan trip, my timing for a meal was always poor. I usually entered the diner when only three bags of potato chips and two cans of soda pop remained in stock. Such was the case on this day when I attempted to secure food for us, with limited success. Later, following a photo stop at Galena Junction beside the Mississippi River, conversation turned to how the train would leave the main line at East Dubuque, pass through Illinois Central's curved tunnel on the Q's trackage rights into Dubuque, cross the river on the IC's long bridge, and enter the Hawkeye State.

Our train eased to a stop short of East Cabin, the interlocking in East Dubuque where IC's Iowa Division diverged from the stretch of joint running with the CB&Q. Many of us got off to watch and photograph the 5632 being run around to the rear of the train, which was done to minimize switching in Dubuque. As the sun pushed through the overcast, the 4-8-4 was cut away, ran back to the east end of the consist, and, guided by the hand signals of the flagman, came against the rear car, the railfan gondola. The car was packed wall-to-wall, the occupants enjoying an up-close look at the 5632's familiar smokebox front, headlight, and Mars light.

We reboarded, and slowly the big Northern eased ahead, chuffing loudly as it pushed the train toward Dubuque. Our car darkened as we entered the tunnel. By this time, a photo was out of the question, but the noise from the railfans in the gondola and the sound of the engine as we moved through the darkness are etched in my memory. The wheel flanges squealed in objection as they guided us around the curving rails in the tunnel, across the double-track Burlington main line, and onto the Mississippi River bridge.

Upon arrival in Dubuque, now some hours late because of various delays, Barb and I joined other passengers in touring 5632's cab and I shot some photos. Although my experience with fan trips was limited, I knew delays were common; before we left, the engine would have to be turned, serviced, and recoupled to the train, which would have the gondola first and the observation car last for the trip back to Chicago. So, unwilling to believe the announcement that the train would be ready to depart in an hour, and now famished after our meager meal on board, we headed into Dubuque's business district in search of food.

Four blocks away, we found the only open food vendor, an A&W Root Beer stand. Somehow, we arrived near the head end of perhaps 80 hungry railfans. The owner and his crew of one managed to fill our order, but I do not know how the rest of the hungry throng fared. Walking back toward the tracks, as we turned a corner while enjoying our hot dogs, we heard a familiar yet unexpected sound—

Suddenly, we heard two distant whistle blasts. It was our train—and it was leaving!

There wasn't much light for the day's final photo runby, at Savanna, Ill., but 5632 put on a fine show; note the railfan gondola behind the tender. Two years after their adventure in Dubuque, Ed and Barb were still together for their senior prom (below), with a happy life ahead.

two long blasts from a locomotive whistle. It was our train, and it was leaving!

We stuffed what we could into our mouths, dumped the rest in a nearby waste can, and began to walk rapidly—but not in the direction from which we had come. It was too late to get back to the boarding location. My objective was to get ahead of the now-moving train, meet it, and board a car. Thoughts of being stranded in Dubuque, short of money for a ride home, and explaining all this to Barb's parents began to roll around in my head. To say that I was a bit anxious is an understatement.

We arrived at the tracks, relieved that we had beaten the train by a sufficient margin. Not much margin, but enough. Hoping to board when the train was moving at a slower rate, I suggested we walk toward it. The engine, tender, and gondola rolled past. As they did, I told Barb how to catch the moving steps and handrails of a coach, and she did a splendid job of swinging aboard the first open vestibule.

I followed—and immediately realized a flaw in my teaching. In Barb's elation at being on board, she hesitated. I was now straddling her feet on the bottom step, trying not to press too hard against her. And, guess what appendage of mine was hanging off, ready to be caught by the next close-clearance object? Before I needed to push Barb to save my posterior, a friendly fan in the vestibule reached out and helped her up the steps. As I followed, I heard the sound of brakeshoes pressing against wheels. The crew realized that a "goodly number of people" were hurrying back from town and descending upon the train. After all the other delays, who would have believed that the train would depart when the crew said it would?

We enjoyed the last photo runby, north of Savanna, Ill., at dusk and sank into our seats for the rest of the journey home. I began to relax. I did not have to call Barb's parents, or mine, and explain why we missed the train, why we would spend part of the night in Dubuque, and why I did not bring enough money to get us home. Best of all, I felt reasonably certain that we'd have another date. Barb seemed to have enjoyed the day, and I enjoyed her acceptance of this part of me.

East of Savanna, the journey was swift. No more photo stops. No dawdling. The crew aboard the O-5B gave us a good ride home to Union Station. Much more calmly than we'd boarded in Dubuque, we climbed down our coach's steps, walked up the platform past the panting 5632, and found our way to the L station. Back in Rogers Park, I dropped Barb at her house. My walk home was quiet, uneventful, and reflective.

Reflective? Yes, for while the day with Barb and the 5632 had been wonderful, the E5 cab ride that I had to turn down was still on my mind. As life moved on, that chance never reappeared. But I have no regrets—my date that day and I have gone on to enjoy 40 years of marriage, two children, and four grandkids. ■

JV is for Johnsonville

Kind railroaders made for many happy hours at a Boston & Maine tower

By Jim Shaughnessy • Photos by the author

In a March 1949 view from JV tower (above), Rutland Railroad 4-6-2 No. 84 on the *Green Mountain Flyer* enters B&M's branch to Troy, where the *Flyer* will connect with an NYC train to New York City. Eleven months earlier (left), FT diesels roar past the tower as they climb out of the Hudson River valley with a B&M freight eastbound from Mechanicville.

JV were the Morse code call letters, or address, used by the Boston & Maine's telegraph system to contact the interlocking tower at Johnsonville, N.Y., 16 miles northeast of Troy on the west end of B&M's Fitchburg Division. This tower controlled the junction where B&M's Troy branch joined the main line from Mechanicville (site of a B&M yard and connection with the Delaware & Hudson) and Rotterdam Junction, N.Y. (on New York Central's New York-Buffalo route).

The Troy & Boston Railroad opened the first line through Johnsonville, from Hoosick Junction to Troy, in 1852. The route to Mechanicville/Rotterdam Junction dated from 1879 when the Boston, Hoosac Tunnel & Western built west, aiming for Oswego, N.Y. In 1887 the Fitchburg Railroad absorbed both the T&B and BHT&W before becoming B&M's Fitchburg Division in 1900. Short line Greenwich & Johnsonville arrived in 1870 and was abandoned in 1932.

Interestingly, the separate routes of the T&B and BHT&W were generally retained between Johnsonville and Pownal, Vt., until the mid-1960's when the wandering sections were joined into a single-track railroad with a remnant of double-track kept for use as a passing siding at Eagle Bridge, N.Y. The two original lines crossed on separate levels at Hoosick Falls, resulting in left-hand running on each track between there and Johnsonville.

As American railroads prospered in the 1920's, many embarked on major improvement programs. B&M was no exception, completing North Station in Boston in 1930 as well as other projects. The road erected signal towers, built of reinforced concrete and red brick and all very similar looking, in Massachusetts at Salem, Ayer, Cambridge, Waltham, Fitchburg, and East Deerfield, and at Johnsonville, N.Y. These interlockings were equipped with Union Switch & Signal Co. Centralized Traffic Control hardware that operated the local interlocking plants as well as others some distance away. The plants adjacent to the new towers were usually operated by an electro-pneumatic system using compressed air to actually move the switch points on the ground as directed by the CTC circuits.

Johnsonville tower was opened in 1931, replacing an old wooden structure on the south side of the junction. Also controlled from JV were the switches and signals at Eagle Bridge and Hoosick Junction, plus—beginning in June 1949—the Troy branch when that line was single-tracked.

The Boston & Maine wasn't quite the only show at Johnsonville. Rutland Railroad passenger trains also came through, running to and from Troy on B&M trackage rights west of Hoosick Junction.

Meeting Mr. Losaw

My first encounter with JV tower, in late summer 1946, was quite casual. Not yet having completed grammar school and having no driver's license, I would often take rides with my parents. Dad, knowing of my growing interest in trains, often would stop at a station or other location so we could inquire about potential train movements. This was, of course, when there were still actual people working all over the railroad, and most were proud to have someone show interest in their work.

One Sunday afternoon we stopped at JV and climbed the stairs to the sec-

Kindly old Joe Losaw sits at the JV desk in February 1951. To his left are the model board and control switches for JV interlocking, while behind him is the panel for the Troy branch.

Also in February '51, Percy Fonda looks up from a note he's writing. Beneath the note pad is the train sheet, next to which are Percy's giant fountain pen and horizontal telegraph key.

ond floor, where we met a kindly old gentleman, Joe Losaw. He was a stocky, white-haired, suspender-wearing veteran who, before his long service with the B&M, fought in the Spanish-American War. He had a wooden leg, resulting not from a war injury but from a railroad accident. He'd been working as rear-end brakeman on Christmas Eve 1902 at Keene, N.H., when he slipped under his train. He managed to pull himself far enough off the track to save his life, but not his right leg. This day, Joe told us a diesel-powered train had departed Mechanicville and would soon be showing up on his CTC board.

Shortly a bell rang and a red light appeared on the left end of the track diagram. Joe then turned several small switches and punched some buttons on the board. Some small lights adjacent to these switches on the board changed colors (red to green, as I recall), a series of clicking relay sounds came from the innards of the machine cabinet, a clank and a hiss of air was heard outside the window as the turnout realigned, and the route was set up for the train to take the eastbound track to Eagle Bridge. Soon we heard the drone of four Electro-Motive FT diesels to the west. As the train rounded the bend, it seemed to be headed directly toward the tower, but 100 feet from us the track veered to the right. Still, you could look right down from the open tower window at the engineer through his windshield as the roaring units passed the vibrating structure.

Meeting Mr. Fonda

Later, at about 2:45, a westbound freight was passing as the second-trick operator, Percy Fonda, came up the stairs to relieve Joe. Percy was younger than Joe, tall and slender. He was a very pleasant fellow with a dry sense of humor and had worked many locations on B&M's Fitchburg and Connecticut River divisions over the years. He was a bachelor, as were many career railroaders, owing to the unsettled lifestyle required of the profession, and lived near Troy with his sister. As he put his dinner pail in a refrigerator, he got the line-up of approaching trains from Joe and settled into the swivel chair in front of the olive-green CTC machine. With the business and the pleasantries of the day concluded, Joe grabbed his cane and old felt hat and headed down the stairs and across the Troy branch tracks to his car, done for the day.

The operators, known here and elsewhere on the B&M as train directors, wrote down the time each train passed the various locations in the territory under their jurisdiction on a long yellow "train sheet" stretched out on the desk in front of the CTC machine. Percy did this with the biggest fountain pen I have ever seen. Steam power had been gone from the west end of B&M's Fitchburg Division for only a short time when I first visited JV. A gradual conversion to diesels had occurred here from the moment the first FT's arrived in September 1943. A set of diesels could handle more than 50 percent

more tonnage than a steam engine, required a very short terminal turnaround time, and didn't need 0-8-0 pushers east out of Mechanicville to Johnsonville. By the time of my first visit, EMD E7's powered B&M's six daily passenger-train pairs through Johnsonville. The exceptions to this all-diesel picture were the Rutland's pair of passenger trains, which were still steam-powered.

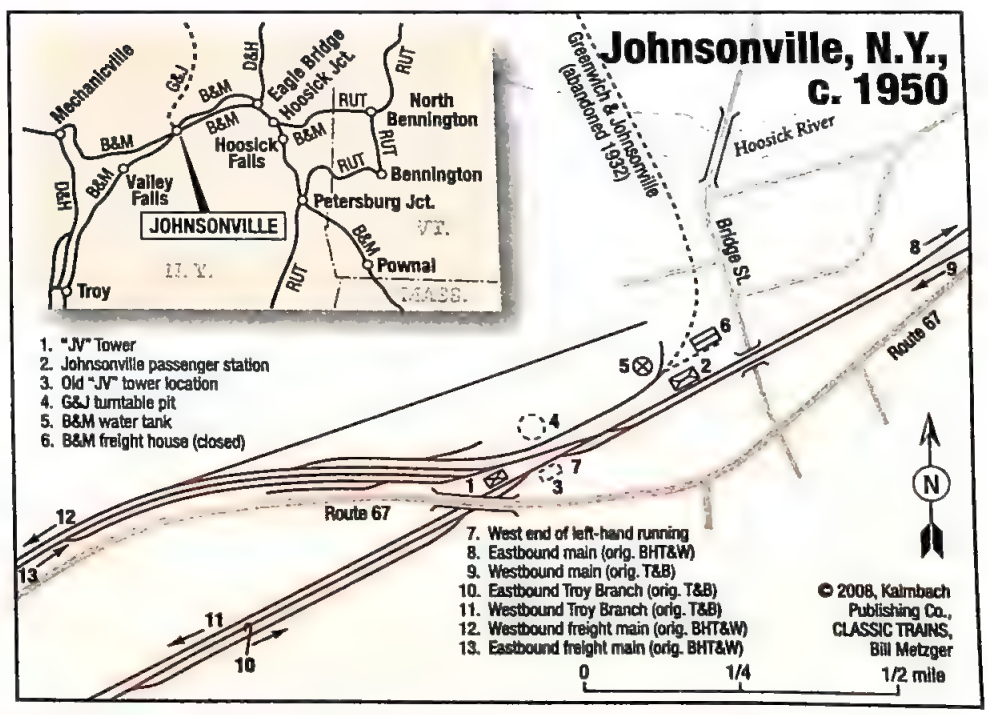
Percy suggested we stay around for a while longer as the Rutland's southbound day train, the *Green Mountain Flyer*, would be along shortly, behind steam. At a little past 3 p.m. a bell rang and a red light appeared on his board at Hoosick Junction. In about 20 minutes, after a station stop at Eagle Bridge, a wisp of smoke appeared in the distance over the westbound track and the *Flyer* loomed behind the gray front of one of the Rutland's newest locomotives, 4-8-2 No. 93. The engineer slowed to about 30 mph as he neared the interlocking plant, but as soon as he reached the Troy branch turnout, he hauled back on the throttle. The great machine burst into life under a cloud of smoke and steam, and with a roar the six cars of the *Flyer* clattered through the switch on their way to Troy.

Years of good tower times

Over the next 16 years, I spent many delightful hours with the men of JV tower. After dark was especially enchanting, as you would sit there with only the small lamp over the train sheet illuminating the room and the red and green lights glowing on the board. There were no two-way radios in the earlier years, so there would be few interruptions in the quiet of the night, with the exception of the Greenfield dispatcher periodically talking on the intercom. A few vehicles would pass over the Route 67 highway bridge next to the tower, and the telephone might ring infrequently. Occasionally, the telegraph sounder would start chattering, and Percy would answer with his horizontal sending key, which he said was much faster than the traditional vertical type. If the weather conditions were just right, you could hear an eastbound set of FT's almost from the time they hit the approach bell at Valley Falls until your eardrums ached as their 5,400 h.p. passed under the tower window. (In 1956-57, B&M traded all 48 of its FT units into EMD for 50 new GP9's, but the thrill of wide-open diesels passing JV remained the same.)

In between trains there would be

B&M trains out of Mechanicville appeared to be on a collision course with JV tower until they swung to the east 100 feet away, as a set of FT's demonstrates on July 18, 1953. The water crane the diesels are passing had been out of regular use for 9 years by this time.



The Rutland's passenger trains did not stop at Johnsonville, and, by the 1950's, few B&M trains did either. In fall 1956 (top), E7 3801 breezes past the depot with B&M No. 58 for Boston; JV tower is in the background. May 16, 1953 (above), finds RS3 204 passing with Rutland's Montreal-bound *Green Mountain Flyer*; a messenger is waiting for a mail pouch to be thrown off No. 65's RPO. Trains ran left-handed on the double-track segment east of JV.

great stories recounted of "the good old days" as well as recent events. One interesting fellow who worked at JV occasionally was Donald S. Robinson, who went on to be a long-time dispatcher at Greenfield, Mass. He controlled the "Conn River" line, and others, for many years before moving on to B&M's North Billerica, Mass., system dispatching center. He was active in several historical societies and at Steamtown when it was located at Bellows Falls, Vt., and had photos published in various railroad magazines.

Early in 1962 the B&M embarked on a program to consolidate all the various switch towers into a single control center. The first phase centralized all Fitchburg Division functions at Greenfield, and control of JV interlocking was cut over at 6 a.m. on July 17, 1962.

That night, I spent some time with Percy at the now out-of-service tower. The place was eerily quiet, with no red or green lights glowing on the deactivated CTC board. Percy and the other operators were retained there for a couple of days to copy and deliver train or-

B&M RS3 1542 and RS2 1532 pass the tower with an eastbound freight in an October 23, 1955, view from the Route 67 embankment.

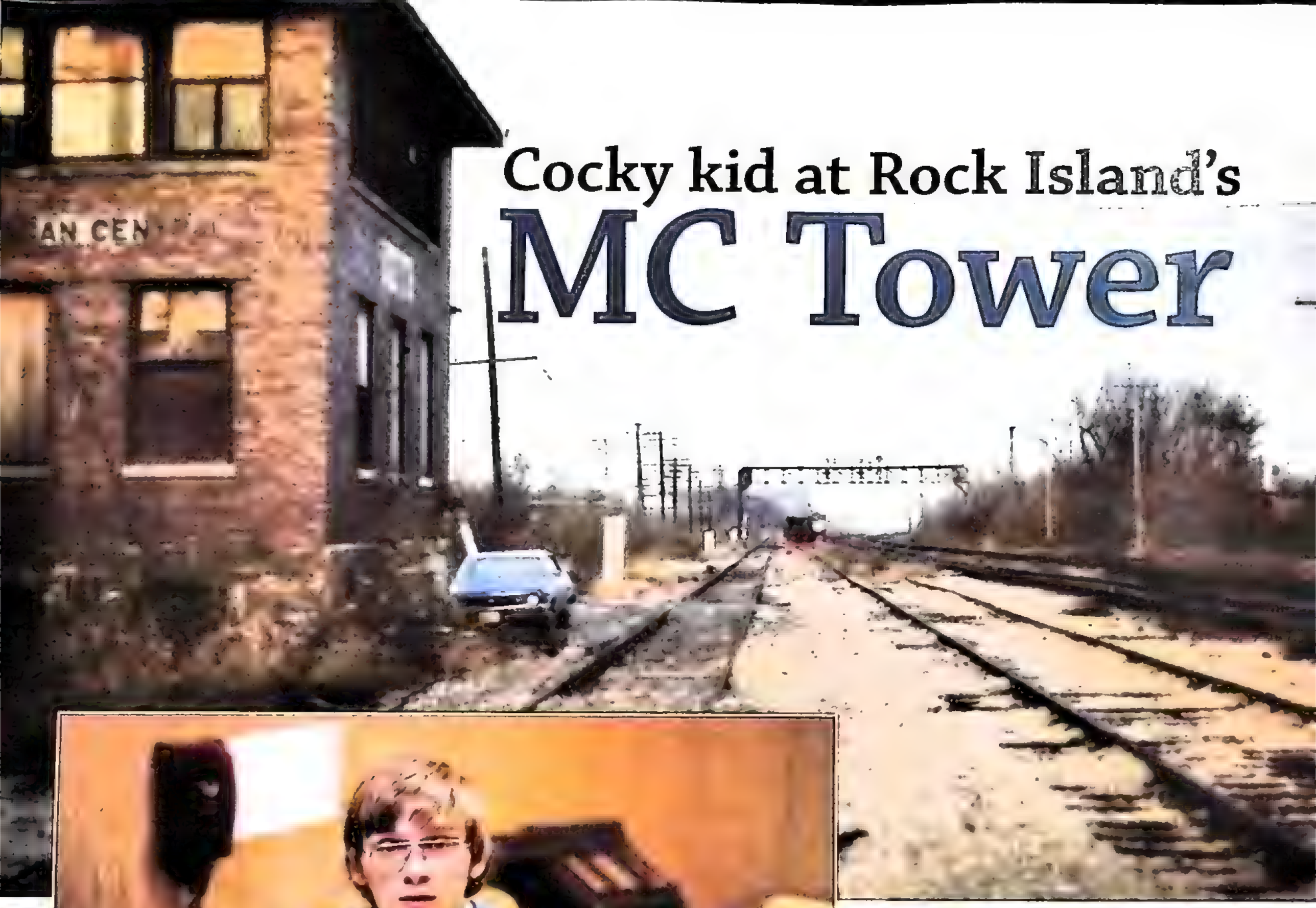
ders if needed in the event of any failure and to make sure everything was working properly.

Joe Losaw retired in mid-1953 after 50 years on the B&M. Upon JV's closure, Percy Fonda was assigned to MC at Mechanicville to run the small CTC machine in the yard office. This controlled the joint B&M/Delaware & Hudson line between Mechanicville and Crescent, where the D&H branched off to Schenectady and the B&M continued on the old BHT&W route to Rotterdam Junction. Percy retired after 36 years of B&M service when the MC office was closed on January 24, 1974.

The Johnsonville tower was stripped of its equipment later in 1962, and the structure today languishes at its original location but in a sad state of decay. Its very existence after 46 years of weather and vandalism is a testimonial to its original sturdy construction. I'm saddened each time I drive past that lonely ruin, but a flood of wonderful memories returns of the people and events I enjoyed there so many years ago. ■

JV's functions were transferred to Greenfield, Mass., on July 17, 1962. In the wee hours of the 18th, B&M "Bluebird" GP9's 1739 and 1720 rattle the tower's windows as they head east with a freight. Piping and air tank on the tower are hallmarks of an electro-pneumatic plant.

Cocky kid at Rock Island's MC Tower



Fading MICHIGAN CENTRAL letters are visible on the tower in December 1975 (above), three years after the author's fateful third-trick, as RI E8 649 and an E7 smoke it up with a long "dummy" leaving Joliet Union Station. The year before, he posed at his Des Moines desk (left) working as Assistant Chief Dispatcher.

Why, oh why, did I let the freight train through Joliet first?

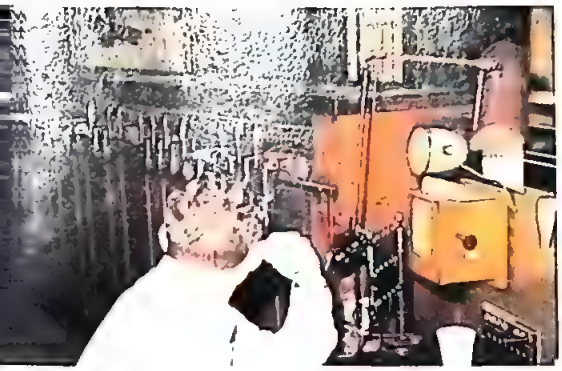
By Dan Sabin • Photos by the author

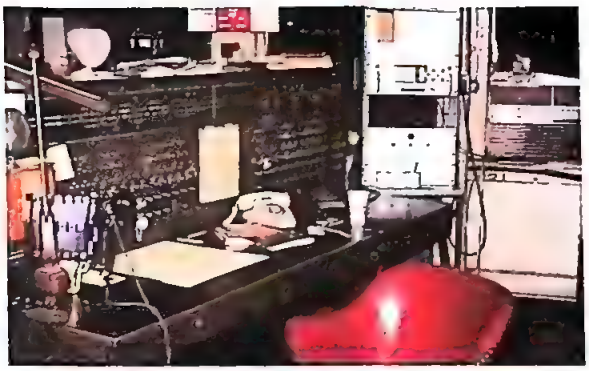
The year was 1972. I had two years experience as a dispatcher for the Chicago, Rock Island & Pacific in its Des Moines, Iowa, office, although I'd served the railroad, officially and unofficially, practically since I'd been able to read and write. This included my high school years in Manly, Iowa, where I first worked as a student telegrapher at age 15 ["Of Dispatcher Rosey, a Howling Snowstorm, and an Almost-Cornfield Meet," Spring 2006 CLASSIC TRAINS]. By 1970 I was working on the operator's extra board, training for free on my days off in Des Moines. In four months, I'd worked in Manly, Iowa Falls, and Hartley, Iowa; La Salle, Kelly Yard (Silvis), Ottawa, DePue, "Rock Island Ticket" (the passenger station in Rock Island), and East Moline, Ill.; Goodland, Kans.; and Limon, Colo.

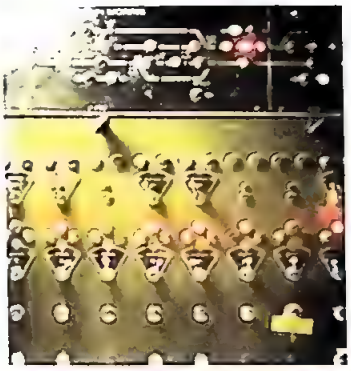
I'd become the youngest dispatcher in the U.S. at age 18, but railroading was in my family blood—my dad and brother Dave were Rock Island engineers, and my brother Mark was a Chicago & North Western conductor.

Although I had dispatched out of Des Moines for a couple of years, I had yet to "serve time in Joliet," at the outer end of Rock Island's Chicago suburban-train district, where the dispatchers "owned" third trick at MC Tower, just east of Joliet Union Station about halfway to the crossing with the Elgin, Joliet & Eastern. The tower drew its name from being located where the original Michigan Central, by this time a seldom-used Penn Central branch, crossed the Rock Island main heading for the MC's small Joliet yard.

Only the third-trick job at MC Tower "belonged" to the dispatchers; first and







Dave Austed (above) breaks in at MC Tower in October 1973; the pistol-grip interlocking machine is visible behind him. The tower's CTC machine (center and right), which dated from the 1940's, governed Rock Island's main line from Robbins, Ill., near Blue Island, west through Joliet to Milepost 63 near Morris. Note the copy of *Railroad* magazine on the desk next to the white telephone (center photo).

second trick were held by towermen on the Chicago Tower District seniority roster. This all stemmed from an agreement that dated to the installation of the Centralized Traffic Control machine at MC Tower in the 1940's. In that era, CTC was a "dispatcher's position," so MC had a strange compromise that lasted more than 30 years. As the dispatchers' seniority went, third trick at MC was considered part of the Des Moines office, so a dispatcher there could bid in the job before anyone from the system seniority roster. This meant that a regular dispatcher was assigned to MC Tower, although the job paid about 20 percent less than a regular dispatcher job.

A strange swing job covered first-trick assistant chief at Des Moines on Saturday and Sunday, then third trick at MC on Monday and Tuesday. The regular swing job was paid a day for travel, usually in a company-provided automobile since Joliet was 300 miles from Des Moines. Until passenger trains 7 and 10—the old *Rocky Mountain Rocket* and *Corn Belt Rocket*, respectively—were discontinued, the dispatchers were expected to ride the trains and manage as best they could in Joliet on foot. Therefore, the youngest assigned dispatcher usually held that job.

As I said, I hadn't caught the job during my first two years dispatching in Des Moines, mainly because Danny Hedrick had come up on the job from El Reno, Okla., a couple of years back, and there were enough younger extra dispatchers to work it. MC had an ancient, 1920's-era electric-pistol-grip interlocking machine to protect the five or so main tracks and several crossovers in front of the tower, as well as the large, late-1940's CTC machine from the J. D. Farrington era that controlled RI mainline signals from Robbins, at about Milepost 16 just west of the busy Blue Island terminal, out to Milepost 63 west of Morris, Ill.

Actually, for me MC was a pretty fun job, despite it being in a very rough part of town, because it offered just about everything you could imagine for activity. V. Ray Beeson, assistant chief for the Illinois and Mo-Kan Divisions in Des Moines, who was assigned management of the dispatchers' and operators' extra boards, sent me there during the summer of 1972 with the idea that I had so much experience by then that he didn't have to pay for any training days for me.

I drove over one night early to work with Danny Hedrick before he left for two weeks vacation, and I caught on pretty quickly. I really liked the pace of the heavy traffic and the isolation of the tower. The train crew on the last outbound suburban train of the night would toss a full set of the last editions of all three Chicago newspapers onto the ballast in front of the tower, so I had good reading for several hours, disturbed only by the lining of switches and signals and a good "roll-by" inspection (though we didn't yet use that term) of each train that passed by the tower's bright spotlight.

My first four days went well, and I thought I was doing fine until the fifth night. The only warning given me before beginning the job was not to delay the suburban trains, or in Rock Island parlance, "the dummies." I watched that carefully, knowing that the key was getting the engines out of the enginehouse, which was off to the east, down the extension track to the depot, and making sure that the operators at both "J" (Elgin, Joliet & Eastern) and

Into the sunrise go a string of "Al Capone cars" behind 649 and an E7, clearing MC and nearing the EJ&E crossing. The old MC line curves off east toward Griffith and Porter, Ind.

An SW1 is visible at Rock Island's Joliet enginehouse as a "dummy" of six bilevel cars pushed by an ex-UP E8 clears MC in December 1975.

"UD" (Union Depot) towers were vigilant in keeping the power moving.

I had one westbound suburban train early in the wee hours, No. 501, which hit the light at Robbins as it was handed off from Blue Island Tower at 1:13 a.m. He was by MC at 1:52 and unloading at Joliet Union Station at 1:55. His E unit would be back to MC in 10 or 15 minutes and tied up by 2:20 or so. The first eastbound was No. 202 at 5:15 a.m., so his power came out to go to the coach yard about 4:25. From that time on, another set of units would come out about every 10 or 20 minutes, and the parade would begin.

No. 202 would flip back from La Salle Street Station as the first morning westbound, No. 211, and each of the Joliet trains had various equipment cycles throughout the day that required a pretty quick turnaround at both ends. (Some suburban trains went no farther west than Blue Island, site of another coach yard, Rock Island's main Chicago freight yard, and a roundhouse.) No. 211 would be back out to Joliet before my shift was over.

On this particular night, I had good luck with the freight trains, and all was going pretty well until about 3:55, when No. 90, from Peoria to Blue Island, called me from out at Minooka and asked if I could line him up through town so he could get through Joliet ahead of 202. This would involve conversations with other operators to get him through Rockdale, across the Des Plaines River drawbridge just west of Union Station, across the Santa Fe and Gulf, Mobile & Ohio diamonds at UD, through MC, and across the EJ&E at J. (The last named was an EJ&E job; Rock Island staffed the bridge, UD, and of course, MC; I controlled Rockdale from my CTC machine.) Don Devault was 90's conductor and was pretty upset when I told him I had a late No. 59 just by Mokena, east of Joliet, and with the wide loads from Caterpillar on his No. 90 to be set out at Joliet yard, I would have to hold him at Rockdale to flag 59 by, then have him wait at the river for the dummy rush.

Somehow, though, I lost my conservative senses and let Don talk me into letting him come across town as soon as 59 cleared his wide loads. I called the drawbridge, UD, and the J, then told Don I was bringing his 90 through the crossovers at MC to go against the current of traffic from MC to New Lenox so he could set out at Joliet yard. The yardmaster barked to me on the intercom that he could clear a track, but wasn't this a little risky for the dummies?

"Nah," I said, "Devault told me he would be home in bed in before 202 saw his train tucked in at Blue Island." "OK," they all said, and here he came.

No. 90's three F units rumbled by the tower, and I'd just heard them bang over the J diamonds when an explosion of air shattered the stillness of the night. Yep, there he was, stretched right across all the mains, with his tail end just by Union Station and his head end straddling both the MC and J interlockings. He had pulled a drawbar!

As I was calling the yardmaster and the car shop, with growing panic in my voice, I heard the melodious chant of the twin 567 engines in the first E units start up at the enginehouse and the engineer for 202 asking for a radio check.

Needless to say, the entire dummy fleet was seriously delayed that morning. The fifth or sixth call I fielded was

In Rock Island times, suburban coaches were yarded west of the depot in Joliet, on station tracks (above, being passed by an eastbound freight in 1975) and at ground level north of the main lines. UD Tower (above left in 1970, with F7 675), is still staffed today, by Metra.

from Mel Ewing, Division Superintendent out at Silvis, Ill., asking who in the hell was working at MC. When I meekly told him my name, he asked how long I had broken in there. I told him I broke in for one night and this was the fifth night on my own. He just cursed Beeson and slammed down the phone.

Ten minutes later, Suburban Trainmaster Norb Simon called for the third time in an hour. "Sabin," he said, "216, the train due out of Joliet at 8:10 a.m., will be leaving about 9:25 this morning. When it arrives at La Salle Street, you be on it!"

I gulped, "Yes, sir," and knew this was the equivalent of an NFL player being called in to see the coach and ordered to bring his playbook. My career with the Rock Island was over.

Upon my arrival at La Salle Street, Simon and his assistant, Jack Pochran, were waiting for me at the bumping post. They led me into the stationmaster's office, and Simon sat down at a large oak desk. He wrote something on a pad of paper and ripped the sheet off, jumping toward me.

"Here's the address of a beanery on Van Buren. Go in there, sit at the counter, and order a big breakfast. After your order is in, ask the waitress how things are going. Come right back here after breakfast."

This seemed to be pretty unusual behavior for someone about to fire me. As instructed, though, I walked through the station concourse and out onto Van Buren Street. I found the cafe under the elevated tracks and walked in. After ordering my bacon and eggs as instructed, I asked the waitress how things were going. She looked at me with fire in her eyes and yelled, "202, 204, 208, 210, 214, and 216 were all late this morning. Some jerk at MC let a freight train cross over in front of the dummies and got a drawbar. I haven't had any of my regulars in this morning and I'm out over 50 bucks in tips! Why do you ask?"

I got up, sick to my stomach, and mumbled something about not being hungry anymore. Back in La Salle Street, Simon and Pochran were both on the phone. Simon looked up at me, put his hand over the receiver, and asked if I thought there was any more that he needed to talk about with me. I answered, "No, sir; I understand."

He winked at me and said, "Dan, go back to Joliet and get some sleep."

It had been a classic set-up. This old railroad veteran could not have chewed me out more appropriately than the waitress did.

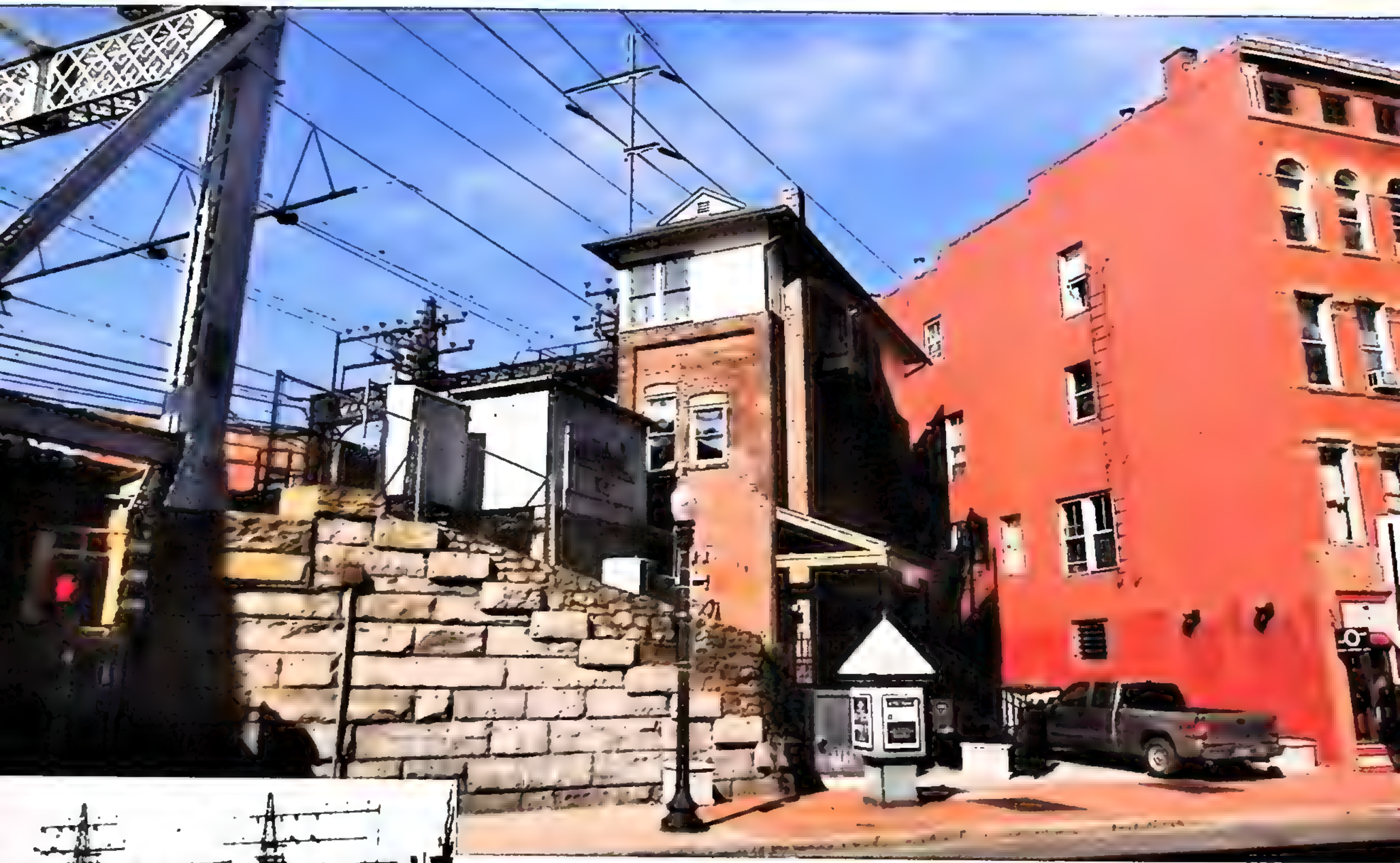
Aside from a few tough days over the years, I loved dispatching on the Rock Island. The atmosphere and the challenge certainly prepared me for my long-term career in the railroad industry. As for MC Tower, of course I'll never forget that morning, and the lesson of suburban-train priority. ■

In a view from MC Tower in July 1975, a pair of E7's follows a westbound Rock Island freight from the enginehouse, bound for Union Station to take a morning suburban train into Chicago.

Urban sentinel

Visitors to a New Haven tower get a pantograph-level view of Northeast Corridor action

By Scott A. Hartley • Photos by the author



Thomas J. Donahue; West Conn NRHS collection

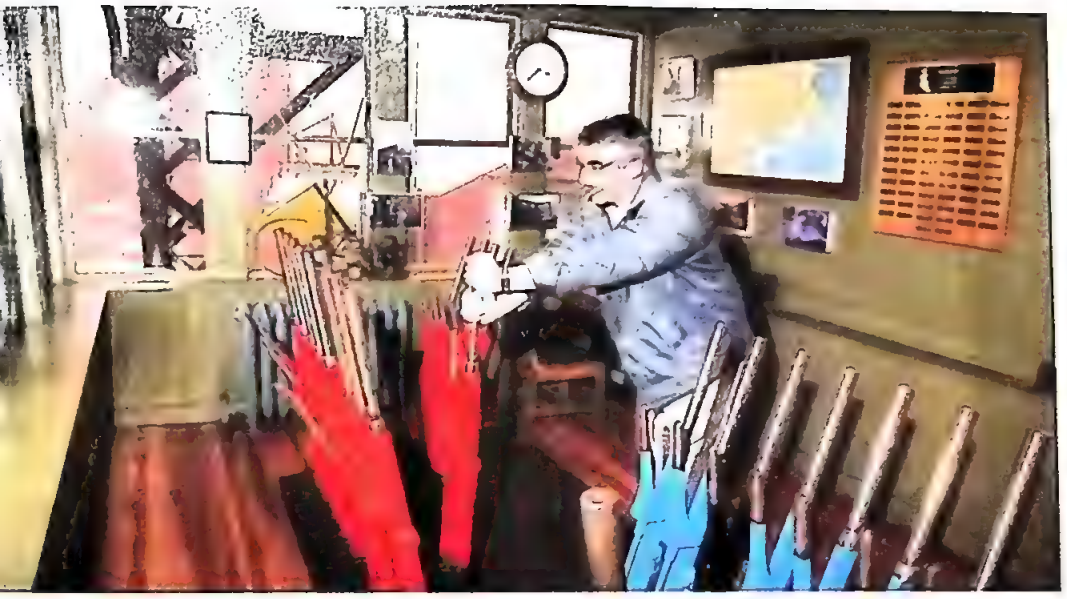
A 1966 view (above) from the northeast shows the tower at left, Danbury branch in foreground, and, beyond the truss bridge, the South Norwalk passenger station. Today the tower is part of the colorful "SoNo" scene.

The name "SoNo Switch Tower Museum" has an almost sophisticated, modern sound to it. "SoNo" is the fashionably restored section of South Norwalk, Conn., a name no doubt inspired by New York City's SoHo (south of Houston Street) neighborhood in Manhattan.

This museum, a former New Haven Railroad interlocking tower, stands amidst trendy restaurants, bars, shops, and galleries, and it's just a short walk from a major tourist draw, the Maritime Aquarium at Norwalk. It remains on its original site, hard against Metro-North Commuter Railroad's electrified former NH main line, also an integral part of Amtrak's Northeast Corridor. Visitors often are startled as Metro-North and Amtrak trains pass by just a few feet away, rattling the windows of the 112-year-old structure.

Operated by the Western Connecticut Chapter of the National Railway Historical Society, the SoNo Switch Tower Museum provides the group with its headquarters, and offers the public a rare chance to see how a manually operated interlocking tower controlled train movements.

Once numbering in the thousands, these trackside sentinels and the people who worked in them protected junctions and other busy points. Through



Inside the beautifully restored top floor, West Conn member and former towerman John Garofalo demonstrates the armstrong levers, and watches a Metro-North commuter train pass a few feet outside the tower's windows.

various mechanical, electrical, and pneumatic methods, tower operators controlled signals and routings over designated sections of track. The term "interlocking" stems from a system—today's term might be "fail-safe"—that prevented the operator from mistakenly directing one train into another's path.

Towers are rarer than rolling stock or passenger stations among railroad preservation projects. One reason is that towers cannot easily be relocated. And unlike depots, towers usually aren't suited for use as community centers, offices, or bus transfer stations, because of their small size. Many museums have acquired tower artifacts for display, but the "West Conn" Chapter is one of a few groups that can show their collections in a genuine environment.

The New Haven once counted 115 towers along its 216 route-miles between Boston and South Mount Vernon, N.Y. These installations managed a Controlled Manual Block system, which was replaced by automatic signaling between 1917 and 1937. The new system eliminated about half of the railroad's mainline towers. NH called its towers "Signal Stations." Each was given an "S.S." number, counting from west to east, and South Norwalk was S.S. 44. A listing of all towers on NH's system can be found on the Web site of the New Haven Railroad Historical & Technical Association (www.nhrhta.org).

Nationally, towers were closed as railroads installed newer operating systems. Some found other rail uses by maintenance and signal departments. Several NH pagoda-roofed towers survive between New York and Boston.

S.S. 44 predates these, having opened in 1896, as NH was elevating its main line and widening it to four tracks. Electrification came in 1914. The tower controlled mainline interlockings in South Norwalk, the connections to the single-track line north to Danbury, Conn., and Pittsfield, Mass., and the branch south to Wilson Point, as well as the Norwalk River moveable bridge. S.S. 44 has a 68-lever Johnson interlocking machine. Operators used lots of muscle to push and pull these tall levers, connected by pipes to track switches. The tower's configuration is somewhat unusual: The lower level fronts on Washington Street in today's SoNo, enabling safe and easy access for visitors. The second story, containing the interlocking machinery, is at track level, while the third floor is where the operator worked the levers.

John Garofalo, West Conn Chapter treasurer and one of about 20 members who regularly volunteer and staff the museum, has first-hand experience to share with visitors. He worked there and at other nearby towers as a Penn Central operator in the early 1970's. PC had taken over the NH in 1969, and soon after renamed S.S. 44 "Berk," a reference to the connecting route north to Pittsfield and the Berkshire Hills.

Visitors still can try to push and pull those big "armstrong" levers, although they haven't been connected to switches since the tower was closed on November 17, 1984. "You had to be pretty strong," Garofalo says of his operator days. During his tenure, switches were still pipe-connected, but the signals were motorized.

Berk's closing did not mark the end of the need for an interlocking tower at South Norwalk. A new, two-story tower called Walk, complete with an electrically controlled interlocking system, replaced the former S.S. 44, and remained in service until 1994, when the junction came under the control of Metro-North's control center in New York City. Today, S.S. 44's territory is known as CP240 and CP241—and the operator who tends the moveable bridge still works out of the 1984 Walk tower.

SoNo Switch Tower is the property of the Connecticut Department of Transportation, which owns all trackage used by Metro-North in the Nutmeg State. It is leased to the City of Norwalk, which in turn subleases it to the NRHS chapter. Early on, the city had planned to make the tower part of its SoNo renewal plans. After earlier uses, the state, city, and West Conn negotiated the current 20-year arrangement. Federal, state, and city funding for the tower's restoration totaled $180,000. The chapter contributed $20,000, plus volunteer labor, prior to the museum's official opening in 2003. West Conn maintains the tower, and is responsible for utilities and insurance. Although admission is free, most of the 3,000 annual visitors make contributions, Garofalo says. With these donations and proceeds from gift shop sales, the museum breaks even. ■

IF YOU GO

SoNo Switch Tower Museum
Western Connecticut Chapter, NRHS
77 Washington Street
South Norwalk, CT 06854
(203) 246-6958 • www.westctnrhs.org

The tower museum is open Saturday and Sunday, 12–5 p.m., May–October. Admission is free. South Norwalk is at the junction of I-95 and U.S. Route 7. Frequent Metro-North commuter trains serve the South Norwalk station, approximately ¼ mile away.

Photo Section

Hudsons on the Prairies: Out in Brandon, Manitoba, on the Canadian Pacific, workers swarm over H1c Royal Hudson 2832 during the 15-minute station stop of train 3, the Toronto-Vancouver *Dominion*, running 3 hours late this July 1941 day. Waiting for No. 3 to complete its station work is H1c 2848 on train 4, the eastbound *Dominion*.

Joseph P. Boreski

CANADIAN PACIFIC

Photo Section

Ohio crossroads—1: Three railroads crossed at little Columbus Grove, Ohio: Baltimore & Ohio; Detroit, Toledo & Ironton; and Akron, Canton & Youngstown. It was a key interchange point for AC&Y and DT&I, which teamed up on expedited shipments of automobile tires from Akron to Detroit. On a fine spring morning in 1949, DT&I 2-8-4 700, one of six Berkshires Lima Locomotive Works built for the 500-mile road during 1935-39, steams north past CG tower.

Louis Thouvenin; John B. Corns collection

Ohio crossroads—2: Thi
of Columbus Grove, B&O's Tole
crossed the Pennsylvania's Pit
main at Lima. In a spring 1949
tower, which guarded the cros
6123 rolls a northbound freigh
depot on joint B&O-Nickel Plat

Louis Thouvenin; John B. Corns col

Five photos, R. T. Sharp

4

5

Eight Southern Pacific diesels of five models totalling 19,150 h.p. wrestle a train of sugar beets up California's Cajon Pass on July 2, 1972. The train, symboled BHW (Beet Hauler West), is bound from El Centro, in the Imperial Valley, to a processing plant in the San Joaquin Valley. It's seen here at Hiland, summit of SP's new (1967) Palmdale Cutoff line over Cajon.

1 On the point are an Electro-Motive SD39, two General Electric U30C's, and an SD9.

2 The road engines approach the east switch of Hiland siding. At the upper right is Santa Fe's line over Cajon, also used by Union Pacific.

3 Wood-bodied beet gondolas coil around the curve. By SP's reckoning, this train, headed generally toward San Francisco, is westbound.

4 Cut in 20 cars from the rear end, a helper set of two U28C's and two GP9's roars past.

5 Once the caboose clears the siding switch, the BHW will stop and hold the main for a meet with an eastbound, then the helpers will be cut out and the reassembled train will be on its way.

Photo Section

Faded flyer: Missouri-Kansas-Texas train 5, the *Katy Flyer*, is about 35 miles into its 809-mile, 22¾-hour ramble from Kansas City to San Antonio as it skims through Hillsdale, Kans., around 9:30 on a February 1959 morning. The FP7-F7B-FP7 set and train are actually on Frisco tracks, which MKT used between Kansas City and Paola, Kans. Once a proud train with Pullmans and a diner, the *Katy Flyer* is down to just a few head-end cars and one coach.

Frank and Todd Novak collection

Photo Section

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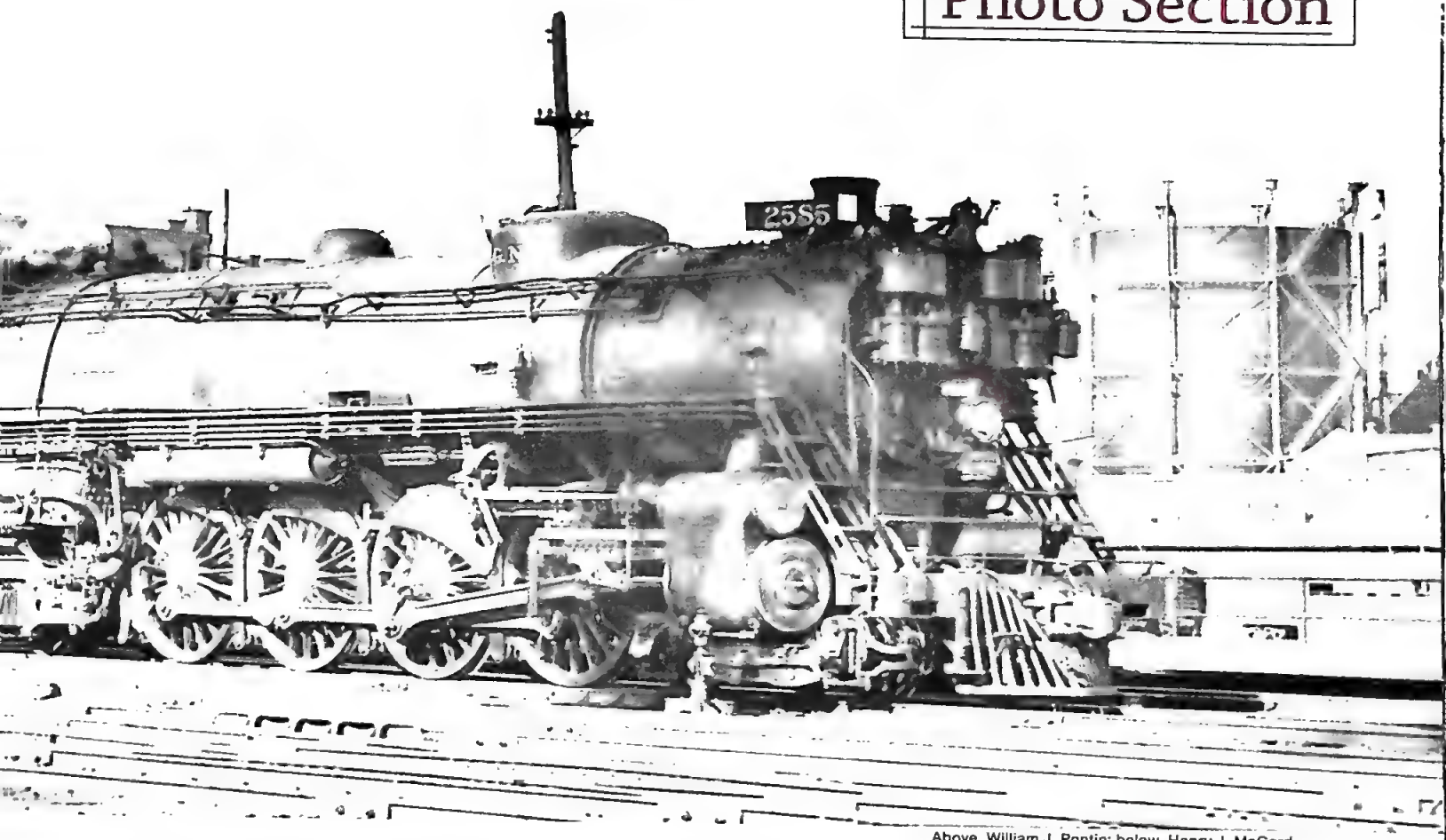
Frank and Todd Novak collection

At St. Paul Union Depot, Great Northern 4-8-4 2585 backs down to couple onto the *Empire Builder*, in from Chicago via the Burlington Route. Getting under way is Omaha Road (a Chicago & North Western affiliate) heavy Pacific 602 with an Omaha-Minneapolis train. Off to the side in this 1945 scene is the union depot company's GE 44-ton diesel, No. 441.

Over in Minneapolis, in Milwaukee Road's Upper Yard between Union Station (out of view to the left) and the milling district, Baldwin diesel 1635 switches cars circa 1950. The engine is a rare VO660; built in May 1940, it's Baldwin's seventh production-model diesel and the sole example of the model on the Milwaukee. Most of the mills survive, adapted to new uses.

Photo Section



Above, William J. Pontin; below, Henry J. McCord

Mixed train to Waterloo

In the 1960's and early '70's, Arkansas' Reader Railroad was all steam, all the time

By Glen Brewer • Photos by the author

In the early 1960's, steam was disappearing all across the land. The outlook for steam enthusiasts was grim and growing more so, and it seemed that one day soon there would not be an operating steam locomotive anywhere in the country.

Like a ray of light in an ever-darkening world, though, the Reader Railroad's listing in the *Official Guide of the Railways* proudly proclaimed, "The last remaining regularly scheduled mixed train drawn exclusively by steam locomotives." Perhaps to emphasize, under "equipment," the listing elaborated: "Note: Steam power is guaranteed on all trains."

In February 1964, I had just graduated from the University of Illinois at Urbana-Champaign and would be going to Houston, Texas, to accept a job, so I began to plan my first big solo trip. Naturally, I consulted the *Guide* for anything of interest on the way to Texas, and of course, the Reader popped out.

Thus it was that I arrived early on a cloudy day in Reader, Ark., a small town you had to be aiming for, one unlikely to draw tourists by mistake. Along the road into town were prominent signs extolling the virtues of "Choice Industrial Sites" along the Reader Railroad.

My first stop there was the white-and-green, tiny frame former Missouri Pacific station. Inside, I bought a round-trip ticket for Reader's three-times-a-week mixed train to Waterloo. Then I went out to find the locomotives. Hidden in the woods about a quarter mile away was a corrugated iron, two-stall enginehouse. Outside were 108 and 11, both comely little 2-6-2 Prairie types.

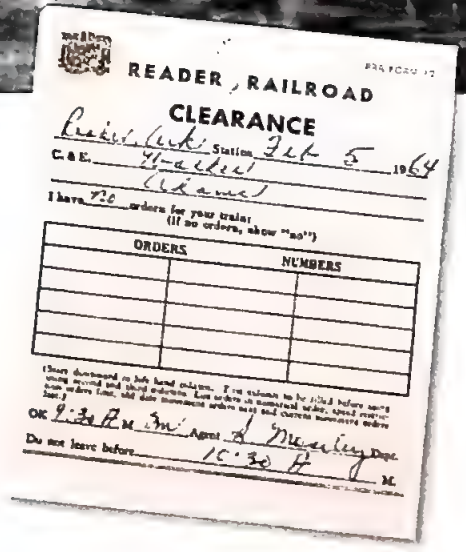
The crew was busy preparing No. 11 for the day's work. My biggest thrill of the day came quickly, when I was allowed to ride the locomotive from the enginehouse to the station. Previously I had managed a few, very short cab rides on Burlington's steam excursions, but I longed for more. Unlike on the bigger engines, from this one you could actually *see* most of the track ahead.

By the time Reader train No. 1 was ready, a light rain was falling. As events evolved, I was the only passenger that day. I shared the ex-Milwaukee Road, fluted-side and open-platform combine with the brakeman and the conductor. The car was coupled behind a long string of empty tank cars on their way to the asphalt refinery.

"The 'Possum Trot Line," as advertisements proclaimed, stretched from the small former lumber-mill town of Reader to Waterloo, 23.5 miles. Intermediate stations listed in the *Guide*—which touted "FAST FREIGHT SERVICE to and from Nevada County oil and asphalt fields"—were Ada, Dewoody Spur, Cummings Springs, Dills Mill, Anthony Switch, and Ames. The (not fast) ride was through dense forest, dripping with water, and with beaver ponds visible along the right of way. I saw two small lumber operations, and then, near the end of the line, the real reason for Reader's existence: the Berry Refinery.

The asphalt refinery complex wasn't

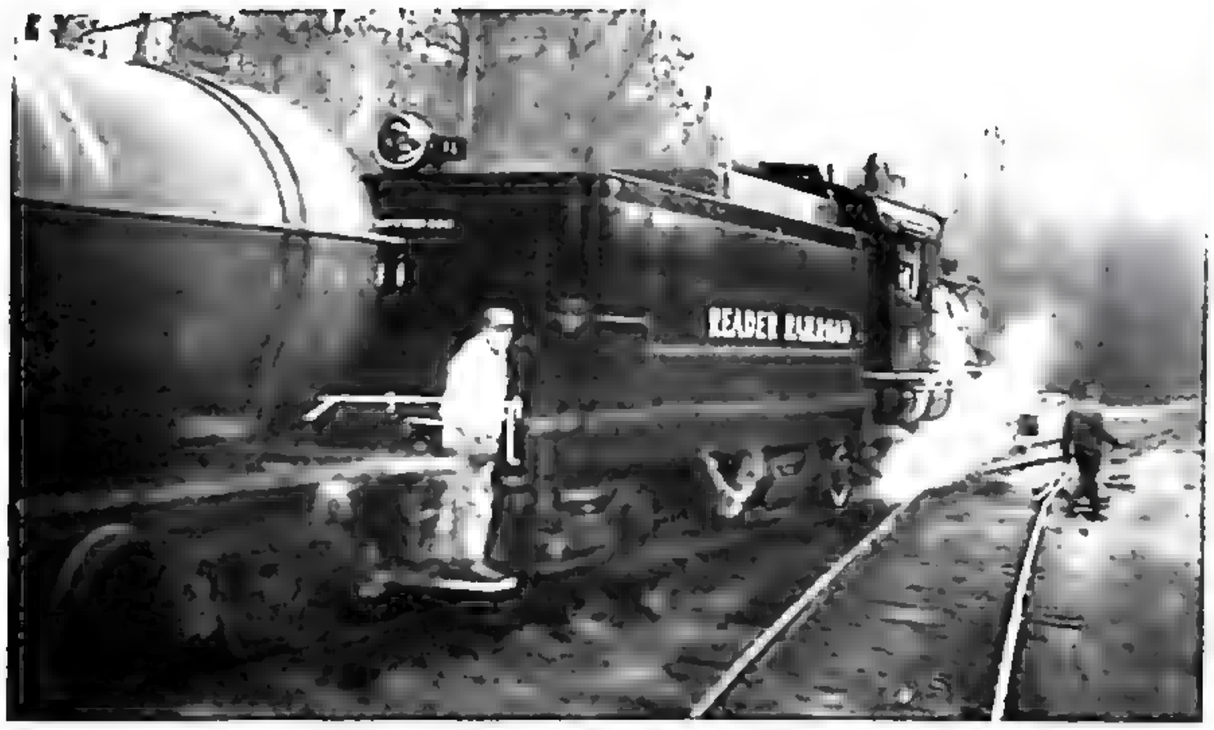
I found the enginehouse (above) hidden in the woods. Long-time engineer Artemis Adams (top) was pleasant, but taciturn, saying little.


READER RAILROAD
CLEARANCE
Station Feb 5 1964
C. & E.
I have No orders for your train.
(If no orders, show "no")
ORDERS
NUMBERS
OK 1:30 P.M. Agent
Do not leave before 10:30 P.M.

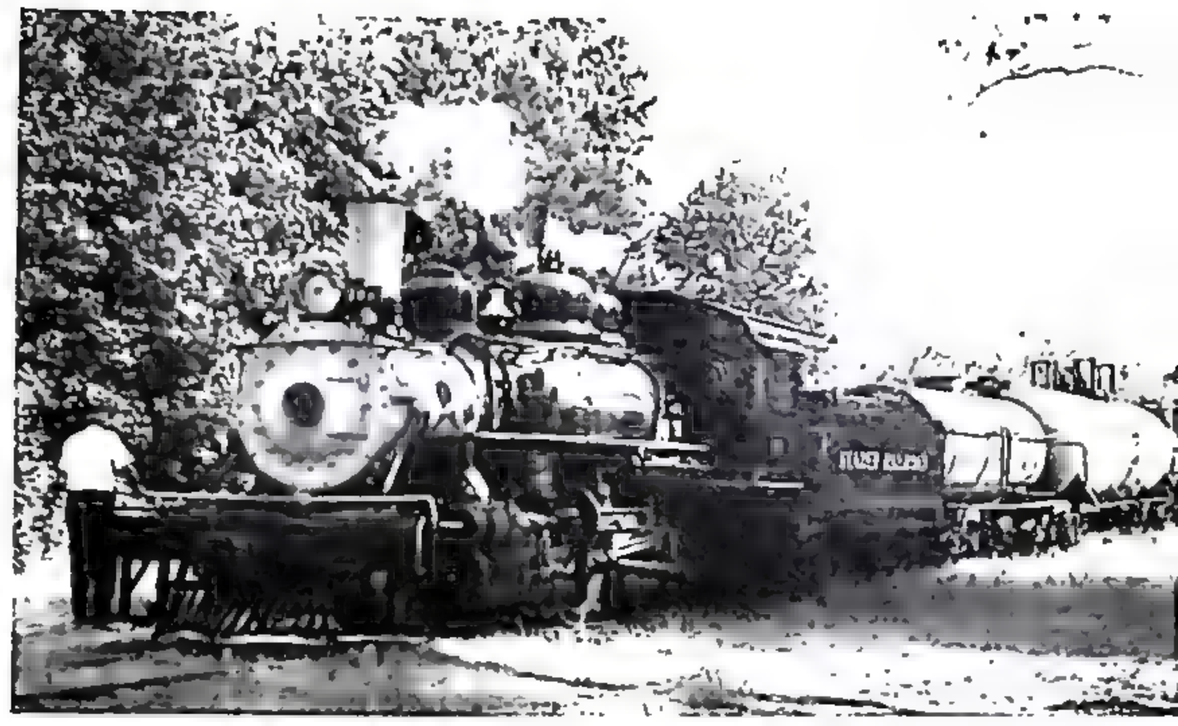
Reader Prairie type No. 11 makes up the mixed train at Reader on February 5, 1964, the day of my first visit. Even on a one-train railroad, a clearance form (right) was required, of course. Little did I know then that, had I asked, I could've signed a waiver and ridden the cab all day!

very big and had a distinctly homemade look. The surrounding ground was covered with a thick, black petroleum substance. Boards were placed down to help workers avoid walking in some of the worst spills. Our crew dropped off the tank cars, and soon we continued down the line to Waterloo. There the crew turned the engine on the wye and tied up for lunch directly in front of the railroad's only other depot. The building stood alone except for two traditional outhouses. Empty picnic tables were scattered among the tall trees.

We all had lunch inside the station, where a woman sold hot dogs and hamburgers. After a short discussion, the crew delayed our scheduled 2 p.m. departure because it was raining a bit. There was plenty of time for the brakeman to challenge me to a game of checkers, and it was only after a thoroughly humiliating defeat that I learned he was the county champion.



On my February 5, 1964, visit, the crew made up the train. I was dry on the combine platform, but the railroaders were getting rained on.



I was treated to a different engine, 2-6-2 108, when I visited the Reader on June 13, 1970, a decade after most workaday steam had ended.

After my first ride, I was treated to a spot of sunlight as No. 11 chuffed away with the distinctive, ribbed-side ex-Milwaukee Road combine.

It was still drizzling when we finally left Waterloo. The reason for delaying the departure soon became apparent—the crew switched the refinery on the return trip. It was probably no fun as the conductor and brakemen spent a lot of time on the wet, oil-soaked ground.

The rain stopped before we arrived back in Reader, and I was able to get a few more photos of the engine turning on the wye. Then it was time to continue my journey south. I'd scheduled a stop at Camden, Texas, the next day to see the Moscow, Camden & San Augustine, which also had operated steam. As things turned out, MC&SA already had a diesel, but I would visit again in early 1965 during a brief steam revival, and then a third time in 1968 to rekindle memories ["Ghosts in the Piney Woods," Spring 2002 CLASSIC TRAINS].

A new star in Arkansas

It wasn't much later that I read in TRAINS magazine that the Reader, with some fanfare, had acquired a new locomotive—steam, of course. This new engine, a 2-8-0 Consolidation, was considerably larger than her two sisters. Photos showed No. 1702, an ex-Army engine built in 1942 for overseas service, to be a bit of an ugly duckling. She had a scrunched-down appearance owing to tight European clearances. In readying her for service, the Reader improved her looks a little.

Before entering service on the Reader, though, the 1702 was sent to Mississippi to work—some would say star—in the 1966 movie *This Property Is Condemned*, starring Robert Redford and Natalie Wood, an adaptation of a Tennessee Williams stage play.

After my first visit, I'd learned that, simply by asking for and signing a waiver, I would have been permitted to ride the Reader's engine for the entire trip! Naturally I had to go back for a cab ride, and when I did—on July 28, 1967—No. 1702 was our power for the day.

Veteran engineer Artemis Adams again was at the throttle; he had joined the Reader in 1925. He was, in fact, a "hogger" even when he wasn't railroading, for he owned a pig farm nearby. Mr. Adams always seemed to be a pleasant man, but taciturn—I'm not sure he ever said a word to me on our rides.

I spent much of the trip watching the activity in the cab or leaning out from the gangway, savoring the view of rod motion and the track ahead. The sounds of the engine working and the smells unique to steam were not to be missed. I soon learned that, when our engineer leaned way out of the cab window with a strange but characteristic look on his face, it was wise to pull in from the

Tom Long's newest star, "GI 2-8-0" No. 1702, gets its pumps oiled in May 1972, when I had time only to stop by Reader and grab a few photos.

gangway. I was young and naïve—I had never actually seen anyone use chewing tobacco before.

The Reader had been built as a lumber railway but became a common carrier in 1925 after the Irma oilfield was discovered near Waterloo. The petroleum from this field tended to be very thick asphalt, therefore difficult to pipe out. This, of course, was good for the continuing business of the railroad. In addition, Reader could obtain fuel oil for its locomotives inexpensively.

Tom Long had acquired the railroad from Mansfield Hardwood in 1956, continuing a family tradition as his wife's father and grandfather each had been president of the line before him. When people started showing up in ever-growing numbers to see his steam locomotives run, he decided to get into the passenger business, eventually operating three passenger cars. "Mr. Tom" was sometimes seen on the footboards working as conductor.

I returned a third time, on June 13, 1970, and Mr. Tom was riding the footboards, working as a brakeman; I was lucky enough to ride the 108 this time. I stopped by twice more, in early 1972, but had time only for a few photos.

Like the Phoenix

Of course, nothing this good could last forever, although steam remained in use on the Reader longer than on just about every other U.S. common carrier. The Berry Refinery closed down, and not surprisingly, so did the Reader. Service was suspended in fall 1974, and scrapping of the line soon began.

Thankfully, however, the story does not end there. An effort was made to save the entire line, but by 1975, it was torn out all the way to the Highway 24 crossing (Dewoody). What was left, not including the locomotives, was sold to a local group, the Valley Corp. They contracted with Richard Grigsby to operate trains with Louisiana Long Leaf 2-6-2 No. 7. Four additional engines were also obtained, from the W. T. Carter & Bro. (MC&SA) boneyard at Camden, Texas.

The original idea was to do a country-music theme park, but that fell through, and Reader Industries was formed to take over the railroad's assets. The new owners started operations in 1975 with No. 7, later adding Carter 2-6-0 No. 2, a 1907 Baldwin. They also have 1913 Baldwin 2-6-2 No. 4 on hand. (Two 1906 Moguls, ex-MC&SA Alco [Cooke] No. 201 and ex-Carter Baldwin No. 1, are leased to Arkansas tourist line Eureka Springs & North Arkansas.)

After several years of operation, Reader Industries is no longer operating trains. The group, however, still owns and maintains locomotives and cars used by other operators, including in movies (following in 1702's footsteps), and also still has plans to refurbish track and equipment and to once again operate trains out of Reader.

Moreover, although the three engines from Mr. Tom's era were shipped out, they all survive. No. 11, built in 1925, is property of Kentucky Central Chapter of NRHS and resides at Paris, Ky. Sister 2-6-2 No. 108, five years older, recently acquired from Rannoch Corp. by the Tuscumbia Railway of Alabama, as of April 2008 remained stored in Sulphur Springs, Texas. No. 1702 is on the Great Smoky Mountains Railway, a high-profile tourist line linking Dillsboro, Bryson City, and the Nolichucky Gorge in far western North Carolina.

So, the worst fears of a young steam fan were averted. Nearly 45 years after my first trip to Reader, steam is still with us, as the people there and at many other operations continue to maintain and run historic locomotives.

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NYC on the Hudson River

The view from Weehawken

Perhaps the most obscure passenger terminal serving New York City also had one of the best views of the Manhattan skyline. Here, in a late afternoon photo taken about 1948, commuter trains and freight cars crowd the tracks of the New York Central's West Shore terminal in Weehawken, N.J. The terminal was built in 1882 after the New York, West Shore & Buffalo (a Pennsylvania Railroad–sponsored rival to the NYC) bored a two-track tunnel through the hard-rock New Jersey Palisades and set up shop on this narrow strip of land along the Hudson. (The NYC acquired the West Shore in 1885.) To the left, freight cars will be pushed across float bridges onto carfloats for delivery across the river. To the right, commuter trains are ready for the evening rush. At the time of the photo, the terminal was served by upwards of 40 daily passenger trains, most of them commuter trains for West Haverstraw or Newburgh, N.Y., but some for the 150-mile trip to Albany, among them name trains such as the *West Pointer* and the *Storm King*. On the far side of the station are docks for passenger ferries to the 42nd Street and Cortlandt Street terminals in Manhattan. The vantage point of the photographer is the Public Service streetcar line (foreground, lower right). Today the Weehawken terminal is gone, replaced by the Port Imperial residential and commercial redevelopment, but NJ Transit's Hudson-Bergen light rail line continues to use the tunnel.

Photo: Ewing Galloway. Research: Kevin P. Keefe and Walter E. Zullig Jr.

1 Freight yard
2 Float bridges (four)
3 Carfloat
4 Slips for ferries to terminals at 42nd Street and Cortlandt Street, Manhattan
5 Headhouse
6 Public Service streetcar line
7 Empire State Building

BIRD'S-EYE VIEW

N

7

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West Side story

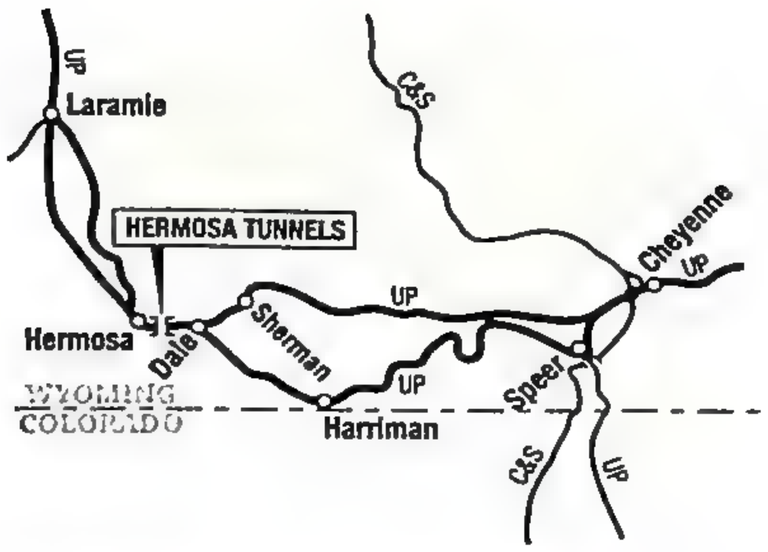
Railroading in Manhattan invariably means passenger trains. From its subways and elevated trains to its intercity varnish running out of Penn Station and Grand Central, New York City has always been about moving people in the mass. But Manhattan has also had freight service, notably the New York Central's High Line serving the West Side. The line was originally built at ground level to serve a warren of industrial and warehouse facilities on the southern end of the island. In 1925, the NYC began construction of a new 13-mile line designed to relieve street-level congestion that had caused 11th Avenue to be widely known as "Death Avenue." Completed in 1934, the year of this photo, the High Line's elaborate elevated structure brought trains up from grade at 35th Street and terminated at the giant new St. John's Park Terminal freighthouse above Spring Street. One of the line's most notable features is this huge detour around NYC's 30th Street Yard, whose tracks served four warehouses, a wholesale provision market, an express terminal, three piers, team tracks, and a small engine terminal. The yard occupied 10 city blocks and had a capacity of 1,347

Photo: New York Central. Research: Kevin P. Keefe.

cars. Today this same location is the Long Island Rail Road's 30th Street John D. Caemmerer Yard. The High Line served the NYC faithfully for decades but saw an inevitable decline in the 1960's and '70's and was ultimately abandoned by NYC successor Conrail in the 1980's. Today a coalition of civic groups has succeeded in saving the line for development as an urban green corridor.

1 Elevated West Side Highway
2 North end of High Line elevated structure
3 35th Street
4 Furness Prince Lines pier
5 New York Central pier
6 Team tracks
7 U.S. Navy *Arizona*-class battleship
8 Palisades

Sherman Hill, Monday, August 5, 1974: For author Harrop, this was the final day of a three-day visit, an annual pilgrimage he began in 1970 and kept up until 1985. To kick off the 4½-hour interlude these photos depict, in mid-morning he sat down above the twin Hermosa Tunnels' west portals to shoot Amtrak's *San Francisco Zephyr*, trains 5 and 6. But first, at 11 a.m., a long intermodal train (above) came east with a GP30, two DD units, an SD40, and a GP20. Soon Amtrak 6 appeared (right), with two new SDP40F's as power and a UP business car on the rear.



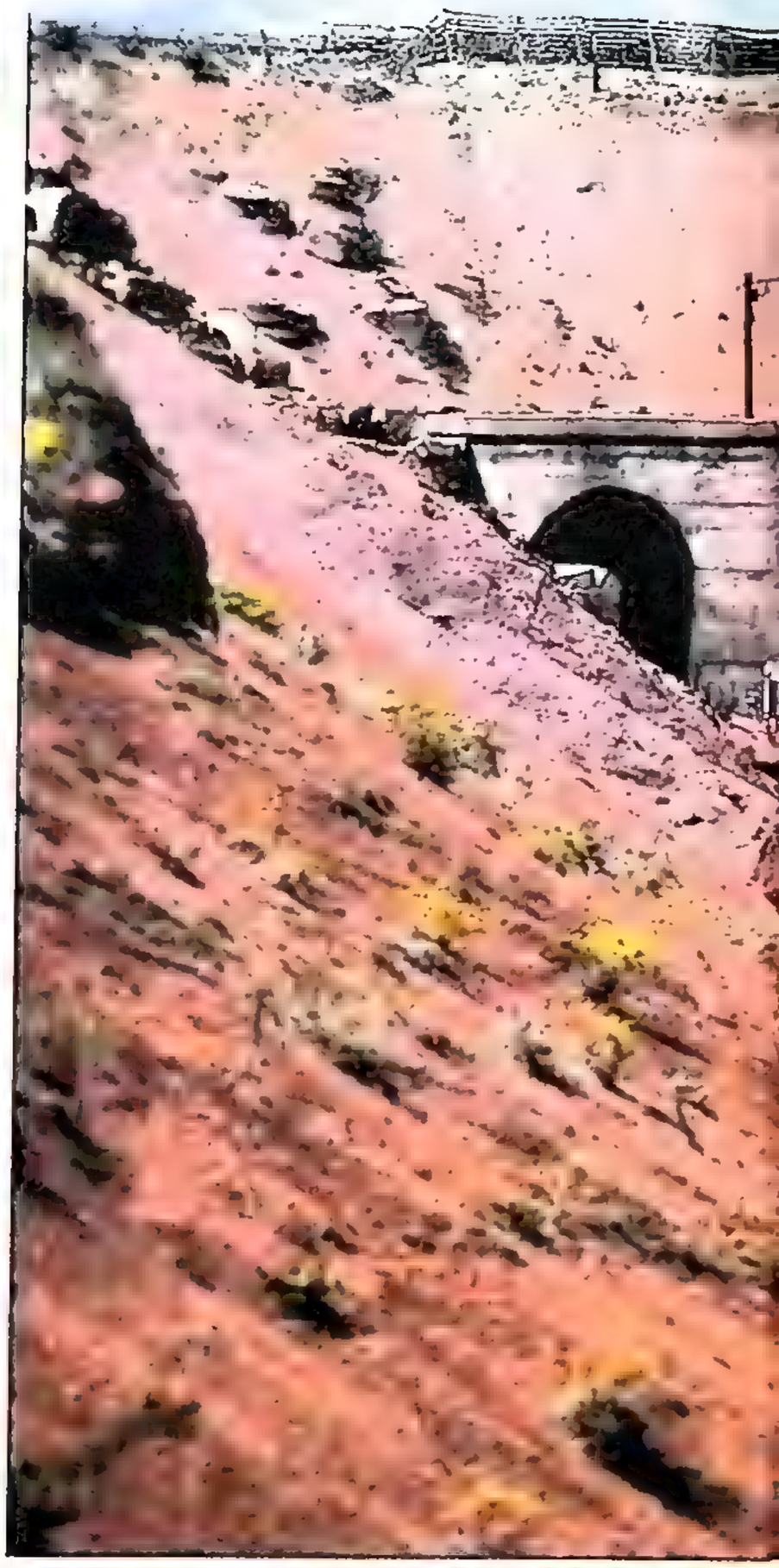
One day at . . . Hermosa, Wyo.

By Doug Harrop • Photos by the author

When Lucius Beebe, the noted historian-photographer-writer, wrote in the June 1952 TRAINS magazine about the magic of railroading on Sherman Hill in eastern Wyoming, it was strong stuff for this preteen railfan, for I was familiar with the Union Pacific to the west, in Weber (WEE-ber) Canyon, Utah. Why, the passenger trains Beebe described storming west out of Cheyenne and climbing to the 8,000-foot summit at Sherman were the same ones Dad and I watched at Ogden Union Station! Oh, how I wanted to see them on those high Wyoming plains, but during that Korean War period, Sherman was a world away, and for me would remain so.

By September 1957, I had a driver's license and my own car, earned by working long summer hours in the Ogden Valley hayfields. Before high-school football practice started on a Monday, I set out for a weekend in Wyoming. I would finally reach Sherman Hill. After spending an exhilarating day at Granger, junction of the Oregon Short Line with UP's main line, I threw my sleeping bag down 50 yards from the tracks just east of Green River. UP was once again using a dozen of its famous Big Boy steam locomotives between Green River and Cheyenne to protect the fall perishable rush, so all night long, the trains pounded upgrade, headed by steam; sets of F3, F7, and GP9 diesels; or gas-turbines. Talk about variety! I didn't sleep much.

By the next afternoon I was being mesmerized by the same parade of trains and motive power as they climbed eastbound out of Rock River, northwest of Laramie. I thought about football



starting the next day, though, and realized I would not make it to Sherman Hill this trip.

I finally first saw Sherman Hill in July 1960 . . . from a locomotive cab! I'd boarded No. 104, the *City of Los Angeles* streamliner, to begin a trip to Boston (east of Chicago, I rode New York Central's *New England States*). At Evanston, Wyo., I followed the prompting of my neighbor, a UP engineer, and ran up to the locomotive. I yelled up to the hoghead, "Hey, you know Wells Stoker?" "Sure," he replied. "He said you would give me a cab ride," I said, full of hope. "Well, climb on up," he yelled back.

It was my first cab ride, and what a trip. Twice we topped 100 mph on the fast track east of Rock Springs and Rawlins. After the same verbal exchange as in Evanston, at the next crew change I found myself still aboard the lead E unit. Soon we were swinging around the big curve out of Laramie, so my first visit to Sherman Hill would be in the cab. It was almost to good to be true.

I saw Sherman in the gathering dusk, and what I remember most are the signboards of the fabled stations: Hermosa, Dale, Buford, Borie, and so on, by then just sidings, mostly, but filled with trains, generally eastbounds, in the clear for the varnish. Through the Hermosa tunnel we went, and on to Dale Junction. It was all a blur, but a wondrous one. All day I'd been looking for steam, but finally a crewman told me all the steam was stored, available if needed for the fall rush. It wasn't used—1959 had been UP steam's last year. I was grateful for my 1957 trip.

I climbed off the engine at Cheyenne, very hungry, wondering how much farther east I could have ridden. Probably not much. By then, I'll bet no one would have heard of Wells Stoker. Still, it had been quite a ride.

On the ground on Sherman Hill, at last

I finally made my first visit on the ground to Sherman Hill in 1970. It is a unique place, not like the other great mountain crossings in the West. It is boulder-strewn, desolate, high country with its own beauty, vastness, and charm. Trains must work hard to cross the summit, then and now. The grades, only 0.82 percent eastbound at Hermosa, coupled with the incessant winds and the seemingly never-ending parade of trains, immediately made it a "favorite place" for me. I revisited Hermosa and east to Dale Junction for several days every year until 1985, when to me, the interesting motive power was gone.

Waiting on the bluff above one of the

As expected, not long after the eastbound *San Francisco Zephyr* passed, westbound counterpart No. 5 (top left) popped out of the tunnel. After the Amtraks, Harrop set up facing the east portals and was rewarded with a flurry of 10 trains. First was Extra 855 East (left center) with a GP30, two SD40's, and an SD45 on a boxcar train. On his block was Extra 6913 East (above) with more boxcars behind two Centennials. The rear of the next train, Extra 3276 West (left), a run-through to Western Pacific at Salt Lake City, had two classic UP cabooses behind trailers whose blue U.S. Mail placards identified this hotshot as the OMW, Overland Mail West.

Following the OMW was another hot train for WP, the "Ford Fast" (top left), bound for the auto plant at Milpitas, Calif., with three WP GP's among its six units. Harrop crossed to the north side of the cut, just in time for the best consist of the day, on Extra 3629 East (center left): two SD45's, one of them SP; two DD35B's; and a GP9B. As the caboose cleared, a third WP train showed up (left): UP 3074 West with a UP SD40 and four WP units. On his block was Extra 6912 West (above), two 6900's with another UP office car, this one right behind the power, a better place than the rear for handling in a freight train.

Hermosa tunnel portals was an amazing experience. During that decade-plus, any one of two dozen locomotive models might be leading a train out of the bores. Imagine the anticipation. To me, there was nothing like it anywhere else, and the best catches were the "double units." The GE U50C's were used on the point as late as 1974, and back in consists until 1976. The earlier U50's (a.k.a. U50D's) were retired by 1973, and the unique Alco C855 trio, built in 1964, was gone by 1970, but the EMD DD35's and DDA40X Centennials all lasted into the 1980's.

For my "one day" at the Hermosa tunnels, I've selected Monday, August 5, 1974, the final day of a three-day visit. (At the time, I was in my seventh year as a Southern Pacific official.) I broke camp down at the Hermosa county road grade crossing and shot a few morning trains prior to the selection of photos you see in these pages, all of which were taken between 11 a.m. and 3:30 p.m. I sat down above the tunnels' west portals to shoot Amtrak's *San Francisco Zephyr*, trains 5 and 6, running daily through Wyoming at this time. First, a long intermodal train came through, Extra 841 East with a GP30, two double units, an SD40, and a GP20. It would probably take the No. 2 main track at Dale Junction to free up the No. 1 main for Amtrak 6, close on its tail.

A UP business car brought up the rear of Amtrak 6, which meant the engineer would have to be on his "A" game, as it was not unheard of for a UP vice president to call the hogger on the radio from the business car to comment on any slack action at the rear. (This comes from first-hand experience. In 1977, I'd entered engine service for SP at Ogden, and I had pulled my share of "brass" in office cars who, either on the radio or while riding in the engine, never hesitated to remind the engineer of who they were. It was when they asked to run the train that often they were brought down a peg or two, as these instances sometimes would end with the official jumping up from the right-hand seat, saying, "Maybe you better run this thing.")

As expected, Amtrak 5 soon popped out of the tunnel. It probably had come up from Cheyenne on the "new" (1953) No. 3 main to Dale so nothing was delayed. With CTC and three mains between Dale and Cheyenne, the dispatcher had several options. The SDP40F's on the *Zephyr* were new, and some immediately entered service at Chicago on this train. During my earlier visits, these trains were still hauled mostly by

To work another angle, Harrop next went to track level for an eastbound leaving the tunnel, which turned out to be Extra 2880 East, with a fairly new U30C in the lead on a lumber train off the SP at Ogden. After firing a telephoto coming-on view (top left), he moved away from the track for a going-away shot of the power (top center), and soon Extra 1401 West rolled around the curve at him (above). As the trains passed on each side of him, he vowed—railroad employee or not—he'd never be caught in that position again. The conductor in the SP caboose of the 2880 East just gave him a bemused look.

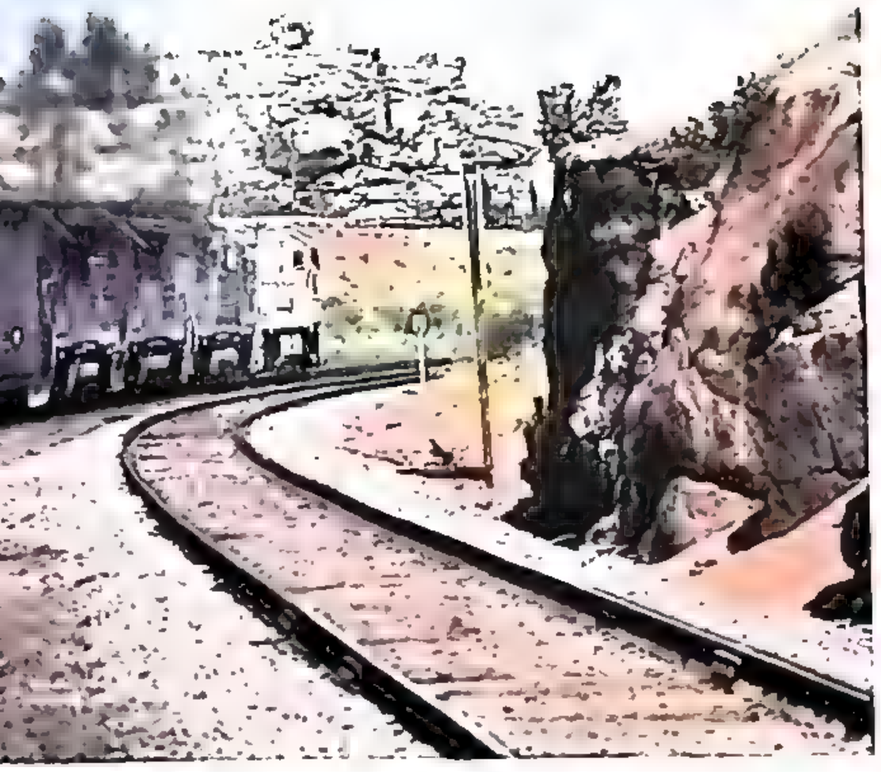
former Union Pacific E units.

I next set up at the east portals of the 1,800-foot tunnels, and after the Amtraks were gone, was rewarded with a flurry of 10 trains. Interesting to me was the types of trains that did *not* pass —no coal, soda ash, green fruit, ore, or automobiles, mostly just general merchandise. First was Extra 855 East with a GP30, two SD40's, and an SD45 on boxcars. On his block was Extra 6913 East with more boxcars behind two Centennials.

The rear of the next train, Extra 3276 West, a run-through to the Western Pacific at Salt Lake City, had two classic UP cabooses behind trailers whose blue U.S. Mail placards identified this hotshot as the OMW, Overland Mail West. A second WP train, the "Ford Fast" for the auto plant at Milpitas, Calif., followed with three WP GP's among the six units. During the late 1960's and early '70's, these WP trains—as well as many Southern Pacific run-throughs and those to the east with other roads—often had a "foreign road" unit leading, but by 1974, a UP unit would almost always be the leader to comply with cab-signal rules.

Best consist of the day

I crossed over to the north side of the cut, and out came the best consist of the day, on Extra 3629 East: two SD45's, one of them SP; two DD35B's; and a GP9B. This illustrates why I loved the UP on Sherman Hill—variety! UP had only 50 SD45's and 27 cabless DD35's, and on some days it seemed like they all passed through Hermosa. Just as the caboose cleared, here came a third WP train in a row, a westbound running as UP 3074 West with four WP units—one



Harrop's last train photos of the day, from above the tunnels, were of Extra 869 West, a GP30 leading two DD35B's and an SDP35.

EMD and three GE's—trailing the UP SD40. During this recession year, you could drive along the WP across western Utah and Nevada and be lucky to see a single WP train (SP's, though, were frequent on the paired track), yet here were three westbound WP's in a row! On 3074's block came Extra 6912 West, two Centennials with another business car right behind the power, a placement that aided train-handling.

Next I went to track level to shoot an eastbound leaving the tunnel, Extra 2880 East, with a fairly new U30C in the lead. Bought mainly to haul coal out of the Hanna, Wyo., coalfields, this GE was leading a heavy lumber train off the SP at Ogden, likely from Eugene, Ore., to judge by the consist. The 2880 had been added at Ogden to an SP SD40 and two SD45's that likely brought it in from the west. After firing telephoto coming-on views, I stepped away from the track for a going-away shot of the power, and soon Extra 1401 West rolled around the curve at me. The lead unit was rare, an SDP35, one of just 10 on UP, so this was a nice catch. Despite the wide track centers here—the tunnels were bored in 1901 and 1918—I vowed I'd never be caught in this position again! At least the conductor in the SP caboose just gave me a bemused look, not realizing, of course, that I was a railroad employee, albeit of the SP.

So, I headed to the top of the tunnel, where I shot the last train of my visit, Extra 869 West, a GP30 leading two DD-35B's and an SDP35. It was nearing 4 p.m., time to begin the 400-mile drive back to Ogden. This three-day visit was no different from a lot of others I spent on the hill, and this was just a typical day. I saw a variety of power, and although none of the older double units was on the point, the elegant Centennials made up for that.

At this time the country was in a recession, stressing many eastern railroads financially, but on Union Pacific on Wyoming's fabled Sherman Hill, it was just business as usual, and big business at that. Despite the lack of steam, I would wager that even Lucius Beebe would have been impressed, and I was already looking forward to visiting again in 1975! ■

More on our Web site
See clips from Herron Rail Video's program *Rails West* of Union Pacific mainline turbine and diesel action at ClassicTrainsMag.com

Not as mechanized as one might think

Give 'em hell, men! At 1:30 in the wee hours of the warm and humid summer morning of Thursday, June 22, 1978, about 8 hours before this photo was made, 12 cars of a northbound Chessie System freight derailed on the double-track Chesapeake & Ohio main line on the northern outskirts of Carey, Ohio, between Marion and Fostoria. Now this busy and grunting crew of "gandys" (from the old slang term "gandy dancer," for track workers) is attempting to put the finishing touches on straightening and fastening the wayward rails. It may be 1978, but railroads aren't yet as fully mechanized in their workforces as one might think. There is still room for a good set of lusty sinews to help make things right again.

John Uckley

Learning the lingo at Flagstaff

A young mother got a crash course in railroading when she hired out with the Santa Fe in 1943

The time was August 1943, the place, Flagstaff, Arizona. My mother, Elisa Ward Lindenberg, and I had come west because Zane Gray's books had captivated her and she decided the West was her future home. She applied for work at the Bellemont ordnance depot, was told to "wait a couple days," which turned into several weeks. Then one day, as she waited for word which never seemed to come, she was approached by a man who asked if she'd like to work for the Santa Fe Railway.

She jumped at the chance, after being told that railroads were just as important to the war effort as was working at the ordnance depot.

After passing her physical exam in Winslow and filling out the endless forms, she was accepted as an apprentice operator. Thrilled—and at the same time intimidated—she reported for work at the lovely old Santa Fe station in Flagstaff. She documented her first day's experiences as a complete greenhorn in the world of railroading:

It is quite easy to feel confident at a distance—it is quite another thing to come face to face with the facts: going to work for the Santa Fe had seemed utterly wonderful yesterday, but today I was frankly scared. So, to bolster my courage, I chose my prettiest New York dress for my debut as apprentice operator, only to discover, on reaching the depot, that I might as well have donned sackcloth, for all the notice the masculine quartet, whose sanctum I had invaded, took of either me or my clothes. Women, I was told curtly, had never before been admitted inside that office.

Distinctly under the impression that my welcome was not the warmest, I made my way to the telegraph key on the desk at the bay window. I felt the hostile glances at my back relegating me and my blue-and-white rayon print dress to the limbo of discarded rags. That nobody seemed to want me there struck me as strange, and I decided the best thing to do was learn as fast as I could and then transfer elsewhere.

What I learned first of all was that, to be able to learn, I must first acquire the queer jargon that was the accepted language of the railroads.

Still too proud to ask questions of people who evidently did not want me there, I blundered along by myself, until

D. R. Connor

Joe Lynch

At Flagstaff, Ariz., where Santa Fe operator Elisa Lindenberg apprenticed in 1943, 4-8-4 No. 2920 (left) rolls in with train 20, the *Scout*, on November 1, 1946. Nine months later (above), an operator hands up orders to four-unit FT diesel No. 132 on an eastbound perishables train.

a subtle change in the attitude of my companions caught my attention. Why had they changed? My relief at having been accepted by my coworkers was stopped by the humiliating discovery that neither I, nor my New York dress, had anything at all to do with it. It was in fact my incredible ignorance that had finally awakened their interest in their apprentice.

Like nearly all the people I was to come in contact with from now on, these men had grown up with railroading. They had assumed that I, embarking upon a like career, must have come from a like environment. When it dawned on them that, far from trying to be funny, I was actually desperately earnest, their hostility turned to perplexity, then to amazement and finally, because chivalry was not dead after all, into a genuine desire to help me.

Now, if at this juncture I had admitted to them, as well as to myself, how much in need of help I really was, all would have gone well. But would Elisa Ward admit to anything so damaging to her ego? So, when told to report a passing train to the dispatcher, rather than show ignorance by asking who the dispatcher might be or how to contact him, I blithely queried, "What's his number?" When incredulous stares met this unwitting sally, I put my foot still deeper in it by adding, "Where can I find him then?" I probably saved myself from eternal disgrace by keeping my mouth shut on my next remarkable supposition that the dispatcher might be the agent in the freight house.

"Step on that pedal and speak into the phone," I was told patiently. "Take your foot off the pedal to listen."

This worked, although I had no idea how. Nor would I ask. Instead, I cheerfully explained to my puzzled audience that I did not know the Santa Fe used a different kind of telephone. This time they fully believed me, and kindly took time out to instruct me in the elementary process of private communication.

As part of my training, I was instructed to don the earphones and pay attention to what was said over the Santa Fe phone lines. They might as well have told me to listen and understand a Siamese dialogue well sprinkled with strong Indonesian expletives. Why, I asked myself with mounting despair, had no one ever thought of inventing a railroad dictionary and conversation manual for the benefit of idiots who, like me, want to know everything without asking?

While I was glumly absorbed in this problem, my instructor, looking over my shoulder out the window at a train that had just stopped, said, "You can tell the dispatcher the extra west is in the hole."

"In the *what*?" I cried aghast, rising from my chair to try and catch a glimpse of the wrecked train. What I caught was the icy gleam in the blue

"Don't you know what it means when a train goes in the hole?" my instructor asked.

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Hal Lewis

eyes of my instructor. I sank back.

"Don't you know what it means when a train goes in the hole?" he asked. I shook my head. "It means a train has gone in a siding to let another one by."

"Oh," I murmured intelligently.

Soon after, a small train arrived. The engine uncoupled and went off hunting for cars around the yards. When it found what it sought, it returned to its train, hitched itself back on and puffed contentedly out of the yards. My instructor, now back in his chair, watching the caboose disappear beyond the freight house, turned to me and instructed me to go see if the local east had left any soup.

"Soup!" I looked hastily around for signs of a steaming tureen, or maybe a dinner pail. My instructor frowned. "Go look in the jar," he said tersely.

But of course. How silly of me. A glass jar would naturally be the most convenient receptacle for soup, though why a freight train should be leaving soup at the depot, with perfectly good restaurants right outside, was beyond me. Obediently I went to the jar.

"There's nothing here, except papers," I reported—and my instructor, rising from his chair, came toward me.

"Don't you even know what a soup ticket is?" he asked.

"Oh, a *ticket*." I smiled, relieved. So that was what these slips of paper were, meal tickets. How silly of me not to think of that before. In sudden dismay I studied these slips more closely: "Loads," "Empties," "Red Ball"—could it be, I asked myself in mounting uneasiness, that food, too, was known on the railroad by different names? My instructor fished one of the slips out of the jar and gave it to me.

"That's a soup ticket," he explained. "The list of cars and tons filed by the conductor to show what his train has in and out of a station. Go give it to the dispatcher."

I swallowed the information in silence, and hoped the dispatcher would have less trouble swallowing the soup.

Before the day was over, I had made myself a sort of private railroad encyclopedia that went something like this:

SOUP TICKET: list of cars and tons.

Could it be, I wondered, that food, too, was known on the railroad by different names?

Loaded for bear

When you're headed into hostile territory, you'd better be prepared. Just ask Southern Railway subsidiary Cincinnati, New Orleans & Texas Pacific, whose Ps-4 No. 6477 is pictured at Cincinnati in 1950, ready to couple onto train 15 to Somerset, Ky., on the infamous Rat Hole Division. A run down the hilly, twisting, tunnel-laced Rat Hole is not to be undertaken casually, but this Pacific looks up to the task, with its Wimble smoke duct along the boiler top, coal in the tender piled higher than the cab roof, big steamboat whistle, Elesco feedwater heater above the smokebox, and white-trimmed pilot beam and footboards. This Ps-4 may be wearing Southern's elegant green-and-gold passenger colors, but she's as fearsome a 4-6-2 as there is.

HOLE: siding for trains to get into.

HOGHEAD or HOGGER: locomotive engineer. (Once I asked a conductor, in all good faith, if the rear end of a train was known as a "hogtail"; the only answer I got was a glacial stare.)

DOG-CATCHERS: not gangs of men sent out to grab stray curs off the tracks, but rested crews sent out to relieve—or "dog-catch"—the crews whose legal working hours were over.

CABOOSE HOP: not the last car of a freight train that has become derailed, but a lone caboose being hauled by an engine with no train in between.

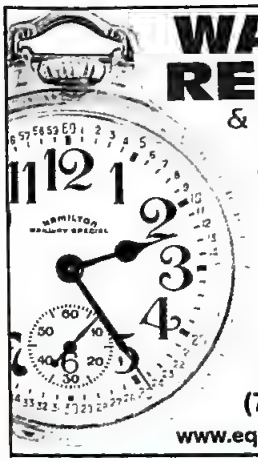
LIGHT ENGINE: any locomotive running by itself, regardless of its weight.

TO GET HIGH BEHIND: to get moving in a hurry.

SWINGMAN or SWINGER: not a daring young man on a flying trapeze, but an added member to the regular crew.

Mother finally gained the respect and admiration of her mentors for her tenacity and willingness to learn. She was then transferred to other points on Santa Fe's main line across Arizona. But that's another story.

—Elisa W. Lindenberg and Charles W. Lindenberg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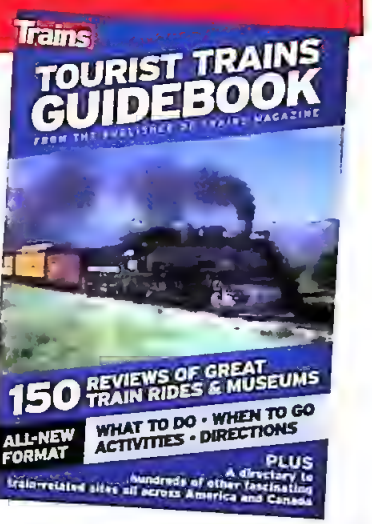
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The customer is always right

An export order for Mozambique taught GE a few things about Third World railroading

Back in 1969, the Erie, Pa., plant of General Electric, my employer at the time, was working on an export order of about 20 U20C diesels for Mozambique, formerly called Portuguese East Africa. There is a humorous story connected with these locomotives.

The U20C's were the first diesels purchased to replace the steam locomotives in Mozambique. For some forgotten reason, GE fabricated its own anti-skid running boards on these units. Fabrication of these anti-skid plates called for a welder on his knees to attach hundreds of small protrusions or spikes on the running boards with the sharp tip pointed upward.

We had shipped about four of these units to Africa when there was a sudden wildcat dock strike at the Port of New York. We continued to manufacture the units, but rather than ship them eastward to the uncertain situation at the docks, we merely stored them out back of Building 10.

Then one fine day we received a telex from Mozambique:

"URGENT. MUST DO AWAY WITH SKID SPIKES ON RUNNING BOARDS. OUR TRAIN CREWS OPERATE BAREFOOTED AND SPIKES ARE MAKING FEET BLEED."

So we dispatched a couple of men out back with grinders to grind off the running boards and make them smooth once again.

About the time they finished the huge grinding task, we received notification that the dock strike was ending and that we should gather up all those U20's and ship them eastward.

That trainload of diesels was not a mile east of Buffalo when we received another telex from Mozambique:

"PLEASE DISREGARD PREVIOUS REQUEST. HAVE PURCHASED SHOES FOR TRAIN CREWS AND THEY ARE QUITE HAPPY TO OPERATE NEW DIESEL LOCOMOTIVES."

—William D. Volkmer

H. N. Proctor

'Not prototypical'—but real!

Any model railroader caught running a train like this on his layout would most likely be criticized for flouting the conventions of real, or "prototype," railroading. But this New York Central consist of SW1 diesel 612, heavyweight coach, drop-end gondola (from subsidiary Pittsburgh, McKeesport & Youghiogheny, no less), and RDC1 "Beeliner" M-465 is no fantasy. The date is May 28, 1955; the location, Wills Hollow, W.Va., on NYC's 35.2-mile branch between Charleston and Hitop, W.Va. The Central ran two daily-except-Sunday round trips over this remote, coal-country corner of its vast system, primarily to transport students from the hills to school in Charleston. On this Saturday, however, the Budd car is part of an unusual excursion train, thanks to a group of railfans riding the line on a trip organized by the Louisville Chapter of the National Railway Historical Society. The chapter even marked the occasion with a drumhead for the RDC!

Last ride north from Xenia

Remembering a sweet, final summer ride on a PRR branch line

Xenia, my hometown in southwestern Ohio, was on the Pennsylvania's Pittsburgh-St. Louis main line 16 miles east of Dayton. Xenia was also the base of a branch line north to Springfield, and on July 21, 1953, my dad and I rode round-trip on the branch's last passenger run. With my new (secondhand) camera, I recorded the event on black-and-white film. The "train" was a single self-propelled motor car, or "doodlebug," with coach and baggage sections. It provided service here for just a few months, following the discontinuance of trains 900/901, which carried a sleeping car from Springfield to Chicago via Dayton and Richmond, Ind.

Two photos, Harry V. Noble

A PRR motor car (top) made the last passenger run north out of Xenia, Ohio, in July '53. At Springfield, the crew posed: uniformed conductor E. W. Schultz, red-hatted engineer Ben Stouff, and the unidentified brakeman.

Our trip started in mid-morning as a small contingent of people boarded the car at Xenia's old PRR station. We left on time and proceeded slowly north across Shawnee Creek, past Eavey's big grocery warehouse and through the tree-lined streets of Xenia. The car had controls at both ends; for the trip north, the passenger compartment was leading. We left the street-running and went to private right of way north of the courthouse and picked up speed after passing the city limits at Kinsey Road crossing (near where I live today).

We crossed over the Little Miami River on a through-truss bridge south of Goes Station and then passed ruins of the old gunpowder mill, which had

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Two photos, Harry V. Noble

On the return leg of the last round trip on PRR's Xenia-Springfield branch, engineer Ben Stouff let author Harry Noble and his dad ride up front in the doodlebug. In the top photo, the train approaches the Route 68 crossing in Yellow Springs. Above, the motor car ambles south down Detroit Street in Xenia, soon to close another chapter of branchline passenger service.

long since moved south to King's Mills, northeast of Cincinnati. After a mid-trip pause at Yellow Springs, the train continued north to Springfield, the end of the 19.2-mile branch line.

In downtown Springfield, the track just ended in the middle of a street, one block south of the Big Four (New York Central) passenger station. Dad posed the crew (conductor, engineer, and brakeman) in front of the car so I could snap a picture. Relatives have since identified the engineer as Ben Stouff and the conductor as Edward W. Shultz.

After a two-hour layover, and lunch at a local diner, Dad and I reboarded for the return trip. There was just the crew and us two paying passengers, so we got to ride up front with the engineer, next to the two small diesel engines that powered the car. What an unexpected treat! The engines roared to life, the train began to move, and we then proceeded south out of Springfield and back to Xenia without further interruption. As I recall, track speed was in the range of 25-35 mph.

We got to ride up front with the engineer. What an unexpected treat!

As we approached Kinsey Road on the outskirts of Xenia again, the engineer slowed and tossed his red-and-white "last-run" cap out the open window to a friend who was standing trackside. When he throttled up, the higher current caused a wire burn through on one of the two diesel-electric power plants, so it was quickly shut down. We had to continue slowly on just one engine, through town and back to the station.

No big crowd was waiting. No one to congratulate the crew. To most, this was just another everyday event. Dad and I got off and thanked everyone and headed home with cameras and pleasant memories.

Freight service on the Pennsylvania's Springfield branch continued until spring 1967. Although I then lived north of Xenia, and could spot the trains through some trees, I paid little attention to what was happening. I only

became fully aware of the line's demise after the tracks and a bridge over our road were removed. At least the right of way has been preserved as a bike trail. The other rail lines through downtown Xenia quickly followed suit and were all gone by 1986. In fact, the only remaining railroad in Greene County is a single track through the northwest corner. Formerly Conrail and before it Penn Central, NYC, and Big Four, it now is owned by Norfolk Southern and is used jointly by the Indiana & Ohio, a regional carrier owned by Rail America.

I now take peaceful bike rides through tunnels of trees, along lazy streams, and beside bountiful fields. But I miss the sounds of the clacking wheels on the rail joints and the gentle rolling motion of the train as it followed the easy curves and gentle grades of the branch, when I rode the last train to Springfield and back.—*Harry V. Noble*

Close encounter with the B&OCT

A polite request was rewarded with an up-close look at steam

In 1957 I was a 14-year-old, dismayed by the disappearance the previous year of the remaining Pacifics from commuter service on the Chicago & North Western through my hometown, Des Plaines, Ill. I knew that the Baltimore & Ohio's Chicago Terminal subsidiary (B&OCT) still operated steam locomotives ["Invisible Stagehands," Summer 2003 CLASSIC TRAINS], so I wrote a letter to the railroad's Chicago offices, asking for permission to visit a roundhouse or other facility to see and photograph steam engines. While this missive would seem to have had no chance whatsoever of eliciting a reply, it in fact yielded a surprising result, an invitation to report to the roundhouse and coach yard at Robey Street on a Saturday morning for a guided tour.

I regret that I have lost the name of the gentleman who met my dad, my younger brother, my friend, and me. He very generously gave us a whole morning of his time, going way beyond the call of duty to make sure we had a memorable experience.

The first order of the day was to get involved in some real railroading. A locomotive-sharing arrangement between the B&OCT and the Soo Line necessitated light-engine movements to and from an exchange point. Not only were we guests in the cabs of the respective Soo and B&OCT switchers (both were diesels, but we didn't mind),

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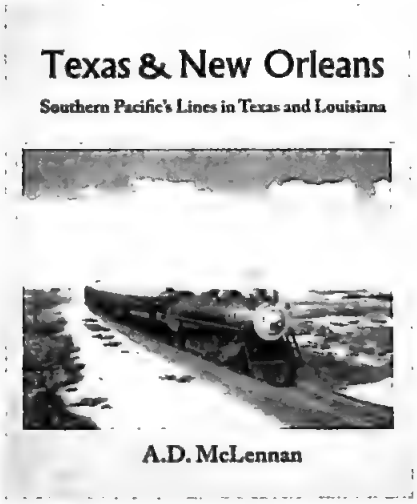

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Robert Gazay

Immobilized Mallet on the Milwaukee Road

Here's a pitiful sight: 396,300 pounds of 2-6-6-2, helpless on the ground at the end of Milwaukee Road's branch to Enumclaw, Wash., on September 3, 1948. The light rail simply gave way under the class N2 Mallet as it was moving off the stub track by the depot. Rerailing will be a challenge, as there's no way to get a locomotive behind the tender—which did not derail—to pull the N2 back on the track. The services of a derrick (the vantage point for the photo) will be required, plus a lot of sweat and ingenuity; No. 90 is helping out by supplying compressed air to an unseen piece of equipment. The old girl is one of 41 class N1 and N2 2-6-6-2's the road acquired during 1910-12 for the heavy grades of its Pacific Extension. The N's surrendered their mainline assignments to electrics and newer steam power, and most were retired by World War II, although several N1's, rebuilt as single-expansion locomotives and reclassed N3, ran into the 1950's. The last N2's—Nos. 90-92—were retired in 1949.

we were also permitted, under the very watchful eyes of our hosts, to take turns at the throttle. "Keep your eyes on the track and signals ahead son," admonished our engineer. "You drive this thing like my son drives a car."

I guess it was hard not to be distracted by our frequent encounters with B&OCT 0-8-0's doing their work, moving strings of passenger cars between Grand Central Station and the coach yard. Crews on passing locomotives waived and smiled at us as we rolled along an industrial corridor flanked by sturdy, if begrimed, brick buildings, many crowned with water tanks. We were having a great time.

It was not hard to be distracted by the 0-8-0's doing their work.

Toward noon we were back at the roundhouse. Though I took a polite interest in the blue-and-gray E units inside, my mind was really on the humble steam switchers on the service tracks outside. Finally I was encouraged to climb into the cab of one of the 0-8-0's. On the engineer's seat slumped a great bear of a man half dozing through his lunch hour in the pungent heat radiating from the backhead. Our host urged him to "tell this young man about the locomotive," but no amount of persuasion could coax him out of his reverie.

The last stop on our tour was the coach yard, where we walked through several of the streamlined trainsets. In one of the dining cars we were given a box of paper chef's hats (still in my possession) printed with images of both steam and diesel locomotives. Industrious crews of African-American ladies were vacuuming and tidying up the coaches. After exchanging friendly greetings with our host, one of the ladies asked if any of us boys were related to him. He replied, "No, these are Mr. Schaefer's kids. He's with the accounting department."

Apparently, in the course of the morning my dad had been transformed into a B&O employee. By the end of the day we felt like we had become part of the B&O family.—*Paul Schaefer*

Dedicated in loving memory to my mother,

Dorothy M. Segal,

For your inspiration and encouragement.

Diane S. Segal

K-3 MIKADO

On the James River Line at Westham, Virginia, it made its way
Moving steadily along in 1953 in the month of May

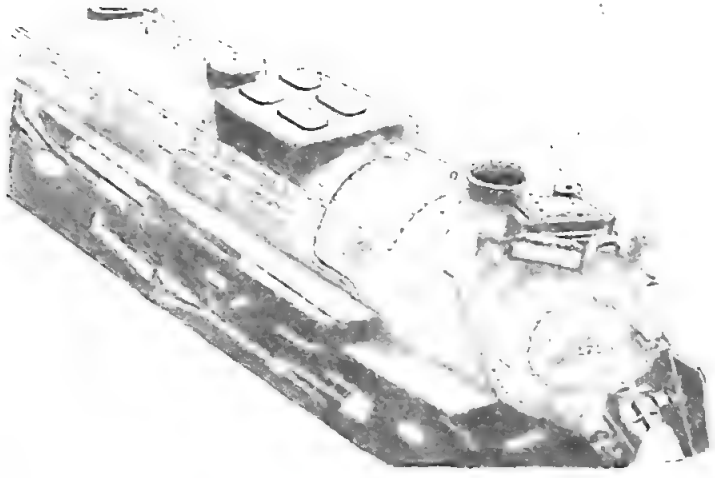
Hauling an empty hopper train and heading to the coalfields
To load that important commodity that the mine yields

This locomotive is the K-3 Mikado number 1242
It worked hard, proved itself and certainly remained true

The K-3 did not have boosters but it still worked the heavy grade
Besides coal it hauled freight and passengers and a general purpose locomotive it made

From ALCO's Richmond Works the Mikados came
Their power east and west of the mountains was their fame.

Diane S. Segal



UNNAMED

A time when business was at its peak during the War
That was in the year 1944

At the Clifton Forge, Virginia, engine terminal and with a downward view
A locomotive's patriotic duty is not new

Past Clifton Forge at the time of the Civil War
Powerful engines also played a great part and more

As a major division point in 1889-90 the C&O chose
The city of Clifton Forge which in a high valley rose

Between the Shenandoah and the Alleghany ranges it lies
Still there is a shop and yard facility, in spite of a downsize.

Diane S. Segal

Car Stop

Birneys in Sioux City

The northwestern Iowa town of Sioux City, situated among the steep hills of the Missouri and Floyd river valleys, had a diversity of rail transit worthy of a major metropolitan area. First, in 1884, came horsecars, running on 4-foot-gauge tracks. Another company opened a cable-car line up a steep street in 1889. The horse lines were electrified in 1890. The following year, a third firm opened a steam dummy line that included a 1⅛-mile, double-track elevated section over river lowlands and railroad tracks; soon converted to electric operation, it ranks as the nation's most obscure "el." By 1905, all the transit outfits had been merged into the Sioux City Service Co., controlled by the Swift and Armour meatpacking firms; the elevated had been dismantled; and all lines were electrified and standard-gauged. Thereafter, the Sioux City transit story was more conventional: a World War I ridership peak, modernization efforts in the 1920's, retrenchment in the '30's, another busy spell during World War II, and the end of trolley service in 1948. In May of that year, 2 of 25 single-end Birney cars received in 1920-21 met at the wye at the intersection of Turner and Villa streets.

Frank E. Butts; Krambles-Peterson Archive

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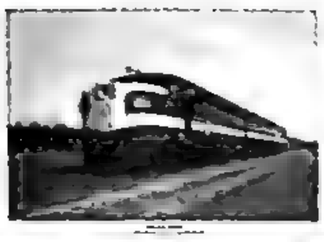

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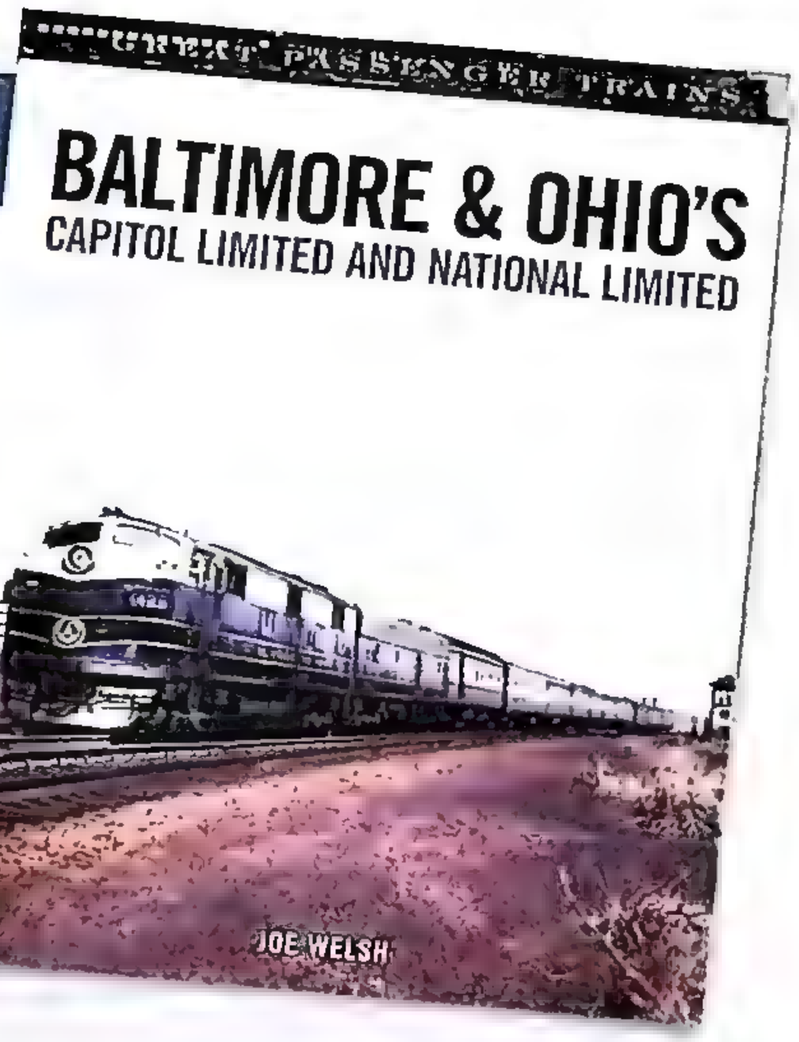
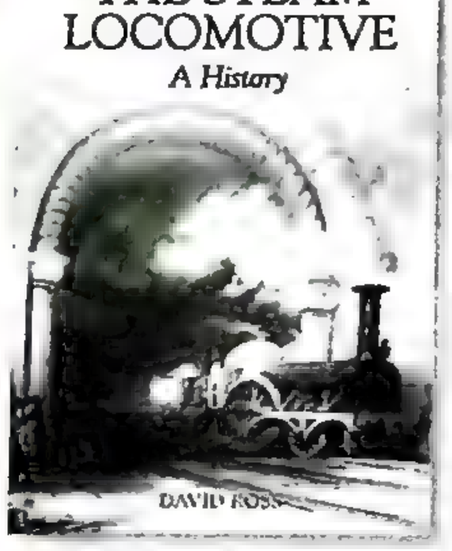
First Out

The latest in Voyageur's Great Passenger Trains series features two of B&O's flagship limiteds. The *Capitol* and *National* both entered service in the 1920's, with steam locomotives pulling heavyweight cars, and author Welsh describes how the trains evolved through the coming of diesels, streamlined cars, and rebuilt heavyweights. Among the book's 144 photos are many color views as well as an impressive collection of black-and-white publicity shots. Other artwork includes timetable covers and advertisements. Several tables list specific train consists from various dates, and one chapter describes a ride on the *National Limited* circa 1960. The book also provides a background of the B&O's history and its passenger service in general. Welsh closes with a summary of the trains' final years, including last-ditch efforts to save them, the coming of Amtrak, and the rebirth of the *Capitol Limited* name under the national passenger carrier in 1981.—*Jeff Wilson*



Baltimore & Ohio's Capitol Limited and National Limited, by Joe Welsh. Voyageur Press, MBI Publishing Co., St. Paul, Minn.; www.voyageurpress.com; (800) 826-6600; 9 x 11½ in.; hardcover; 160 pages; $36.95.

Other Books

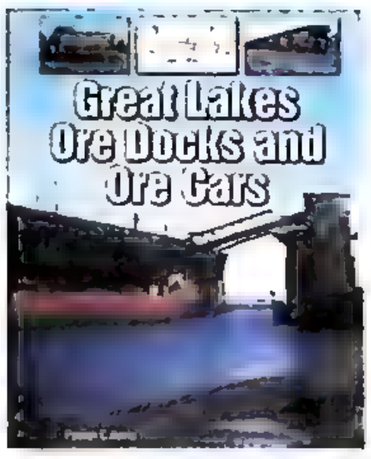


Originally released in clothbound format as *The Willing Servant: A History of the Steam Locomotive*, this engaging book details the growth of steam from the small machines with low-pressure vertical boilers of the early 1800's to the huge articulateds of the mid-1900's. Although the emphasis is on British and European power, there's plenty of information on notable North American examples, as well as others throughout the world. The book provides a lot of technical information, but the author makes it easy to understand. Although a small section of about 50 black-and-white photos is included, the book is mainly text.—*J.W.*

The Steam Locomotive: A History, by David Ross. Trafalgar Square Publishing, Independent Publishers Group, Chicago, Ill.; www.ipgbook.com; (312) 337-0747; 6 x 9 in.; softcover; 352 pages; $27.50.

This 18th issue of the Center for Railroad Photography & Art's journal is devoted to the life and times of the amateur rail photographers Lucius Beebe and Charles Clegg. Their many classic-era photo books were hugely influential in shaping how railfans and the general public perceived railroading. The articles—"Their Photographic Legacy," "Visual Influences," "Narrow Gauge Adventures," "The Beloved V&T," "On Streamlining," "People at Work," and "From Coast to Coast"—offer a fresh consideration of the pair's work.—*Robert S. McGonigal*

Railroad Heritage No. 18—Lucius Beebe and Charles Clegg: Railroading Journeys, edited by John Gruber. Center for Railroad Photography & Art, P.O. Box 259330, Madison, WI 53725; www.railphoto-art.org; softcover; 32 pages; $14.95.

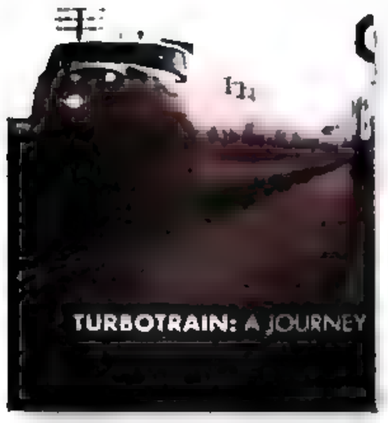


The iron ranges of Michigan's Upper Peninsula and northern Minnesota have provided a tremendous amount of rail-to-ship traffic from the late 1800's through today, and Patrick Dorin has done a solid job of summarizing the history and operations of this region. Each chapter focuses on a different railroad, with a look at docks (including sizes, dates placed in service and retired, and operating methods) and rolling stock, including detailed rosters. Several reproductions of ore-car mechanical drawings are also included. General information covers the change from wood to steel docks and the increase in capacity of cars, docks, and lake vessels. The book's 200 black-and-white photos do a fine job of covering all facets of ore operations, showing docks both in and out of service (with many detail photos), ore cars, and trains.—*J.W.*

Great Lakes Ore Docks and Ore Cars, by Patrick C. Dorin. Iconografix, Hudson, Wis.; www.iconografixinc.com; (800) 289-3504; 8½ x 11 in.; 126 pages; $29.95.

This book traces the history and operation of the subject of this issue's "Classics Today" article [pages 48-49]: the New Haven Railroad's interlocking tower at South Norwalk, Conn. Author McEvoy draws on his working experiences at this and other towers to provide an in-depth look at the duties of a tower operator, with an explanation of signal aspects and descriptions of other types of interlockings. More than 200 photos (most in color) show interlocking towers and their related equipment. Many drawings and diagrams also help tell the story. Even though this book happens to be about a New Haven tower, the basic principles apply to towers on other railroads as well.—*J.W.*

The Classic Railway Signal Tower: New Haven Railroad S.S.44/Berk, by Stephen A. McEvoy. Western Connecticut Chapter, National Railway Historical Society, Norwalk, Conn.; www.westctnrhs.org; (203) 246-6958; 8½ x 11 in.; 166 pages; $35.



The TurboTrain was a 1960's experiment to revitalize rail travel, and author Jason Shron has provided a thorough look at this unique streamliner. Designed by United Aircraft, the trains, powered by multiple gas-turbine engines, were assembled as articulated, distinctively styled trainsets. Several were built for service in the U.S. and Canada; the book discusses both but focuses on Canadian National's fleet. The CN's eventually enjoyed many years of successful service between Montreal and Toronto until their retirement in 1982, while Amtrak's Turbos were retired in 1976. The book includes more than 220 photos, including interior and exterior views, builder's photos, detail shots, and many images of the Turbos in action. This not a technical treatise, but it includes enough information to provide a sense of why the trains were developed and what made them successful in Canada but not in the U.S.—*J.W.*

TurboTrain: A Journey, by Jason Shron. Rapido Trains, Concord, Ontario, Canada; www.rapidotrains.com; (905) 738-6445; 8½ x 9½ in.; 136 pages; $24.95.

DVD

This remarkable program provides a rare look into the lost world of six Northern California logging railroads. Through archival color and black-and-white film footage—some dating back to 1904!—and on-camera recollections of retired employees, operations of the Humboldt Northern, Casper, Michigan-California, Diamond Caldor, West Side, and Pickering companies are brought to life. In addition to Shays, Heislers, log cars, and stub switches, there are some fascinating scenes of non-rail aspects of the logging industry.—*R.S.M.*

A Rough-Cut Life: Logging Railroad Stories. Tuolumne Films, P.O. Box 144, El Granada, CA 94018; www.filmbaby.com or www.catenaryvideo.com; DVD; 30 minutes; $19.95.

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Unusual duty for an unusual Alco

A C415-E6 combo? Only on the Rock Island!

J. David Ingles

Rock Island Alco C415 No. 415 provides the push, and E6 630 the head-end power, as a commuter train leaves Joliet in July 1969.

Author Dan Sabin, in telling of his being the "Cocky Kid at Rock Island's MC Tower" [pages 44-47], doesn't delve into RI's polyglot diesel roster of the era, detailed in my "Christine and the Mongeese" in December 1965 TRAINS. RI's 10 Alco Century 415's —numbered, naturally, from 415 upward—weren't built until 1968, but they meshed with the Rock's diverse fleet.

Alco introduced its innovative 1,500 h.p. C415 in 1966. The design, maximizing visibility from the cab, harked back to Westinghouse units of the 1930's and earlier steeple-cab electrics. Although the units performed well, they were "too little, too late" from a minority builder and only 26 were sold, to seven carriers. Southern Pacific's 10 had Alco's high-cab design option, as did 2 for Weyerhaeuser common carriers in Washington. A single C415, for Pittsburgh steel road Monongahela Connecting, had a low, tight-clearance cab. Rock's 10 had the "normal" cab, as did Spokane, Portland & Seattle's pair and Alco's demonstrator, which wound up in Australia.

Rock's C415's were employed almost exclusively around Chicago, in yard and transfer work, occasionally in pairs, and when I was preparing Dan's story for print, I was reminded of an encounter with one of those strangely attractive switchers in Joliet. SP's were also known to work transfer runs, but true road service was a rarity for a C415 . . . with at least this one exception.

On Thursday, July 31, 1969, I spent the morning at Joliet Union Station, beginning the day with GM&O's lone commuter train leaving for Chicago at 6:30. The fourth entry in my notebook was my second RI "dummy," whose power was tipped off when what should chortle in from the enginehouse off to the east but the pictured rare tandem of RI's famous last E6 and first C415. Apparently the E6 could furnish the HEP electricity for the cars, but not the motive power, so the nearest diesel was commandeered. That train's departure provided a unique experience for us trackside observers, and the duo easily earned "consist of the day" honors among the two dozen trains I shot.—*Dave Ingles*

R&LHS announces rail history awards

CLASSIC TRAINS shared in the honors when the Railway & Locomotive Historical Society announced the recipients of its annual Railroad History Awards during its annual meeting at Strasburg, Pa., May 28-June 1, 2008.

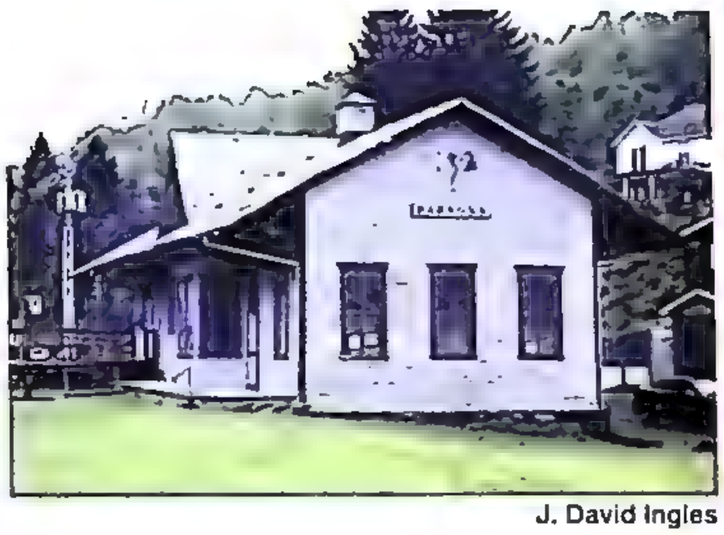
The David P. Morgan Article Award went to Fred B. Wrixon for "FDR's Wartime Train Travels," in CLASSIC TRAINS Special Edition No. 6, RAILROADS AND WORLD WAR II, published in November 2007. Don L. Hofsommer received the George W. and Constance M. Hilton Book Award for *The Tootin' Louie: A History of the Minneapolis & St. Louis Railway* (University of Minnesota Press, 2005). James A. Brown received the Fred A. and Jane R. Stindt Photography Award. A native of Toronto, Brown took his first rail photos in 1954 and since then has produced a large and varied body of high-quality work. His photos have appeared in numerous books and magazines, including CLASSIC TRAINS.

Two men shared the Gerald M. Best Senior Achievement Award: Arthur L. Lloyd and William W. Kratville. Lloyd, while in Western Pacific's public relations department, was instrumental in planning, launching, and promoting the *California Zephyr*. Art was also a charter employee of Amtrak, from which he retired in 1991. He has played leading roles in California and national rail-history groups. Kratville, an Omaha native, has had a long and varied rail career as short-line owner, photographer, book author and publisher, and consultant. His Auto-Liner Corp. helped Amtrak assemble its car fleet in 1971. Bill is closely associated with Union Pacific, for which he has done much work, particularly with its collection of historical materials. Both men have contributed photos and articles to many publications, including CT. Congratulations Fred, Don, Jim, Art, and Bill!

Envisioning West Virginia's rail past

Today, deep in the Monongahela National Forest in north central West Virginia, the old Western Maryland Elkins Division line north of its namesake town is a trail, so you may hike or bike up Blackwater Canyon, where Ed Theisinger and his friends pursued coal trains 56 years ago ["Two Days with Western Maryland Steam," pages 20-29]. The portion with Blackwater Falls is a state park, and indeed, in this and many areas of the Mountain State, tourism has replaced coal as primary revenue generator. We railfan historians are at an advantage today in places like this, for if you weren't there to see the trains first-hand, through magazine articles and photo books you can easily envision what things were like.

In this area in particular, there is more of an advantage—the West Virginia Central Railroad, the state-owned portions (totaling about 132 miles) of the old Western Maryland Railway and, of course, the Cass Scenic logging railroad, established in a pioneering move in 1961 as a state park operation. The 1909 WM brick depot at Elkins, from whose platform Theisinger and friends watched the seven-engine freight put itself together, is nicely preserved, serving as Elkins' visitors center and chamber of commerce office. Across the open



J. David Ingles

In May 2008, it was easy to visualize those seven WM 2-8-0's storming through Parsons.

area that was the WM yard, where the roundhouse stood, is the future site of the West Virginia Railroad Museum.

Moreover, since 2007—when a replacement through-truss span was installed over a creek and a street and a half-mile of track re-laid across to the depot—the building serves its original purpose again, as a terminal for WVC's "New Tygart Flyer" and "Salamander" tourist trains. They both go up the gorgeous valley of the Shaver's Fork of the Cheat River to High Falls, with the latter continuing beyond High Falls (where two tight curves, of 29 and 35 degrees, restrict normal-length passenger cars) to Spruce, and a connection to the Cass Scenic. The "Salamander" has proved so popular that former Lackawanna commuter-coach trailers, which can get around the High Falls curves, have replaced a tiny replica rail motor car.

Obituary

Richard H. "Dick" Kindig

A rail photography giant passed from the scene on April 7 when R. H. Kindig died in Denver at age 92. Kindig's credit line has appeared thousands of times in books and magazines, usually under sharp, carefully composed, horizontal-format, black-and-white images of steam locomotives in action. A photo of his appeared in the first issue of TRAINS magazine, November 1940, and he was the subject of CLASSIC TRAINS' second "Great Photographers" article, in Summer 2000. He received the R&LHS photography award in 1984. Kindig made most of his photos in his native Colorado and along the UP main line across Wyoming. Most of his published work dates from the 1930's, '40's, and '50's, but he did not hang up his cameras after diesels replaced steam. Kindig, a 39-year employee of Western Electric, helped start the Rocky Mountain Railroad Club, and had a long relationship with the Colorado Railroad Museum, at which he made his last public appearance, at "R. H. Kindig Day" on March 1, five weeks before he died.

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On May 15, 2008, another damp, foggy day but 56 years after Theisinger and friends chased seven WM 2-8-0's on a coal train, I had occasion to drive north out of Elkins on U.S. 219, so it was easy to step into their shoes as a friend and I "chased" WM ghosts up to Thomas. Such an advantage is not always available to us "rail archaeologists."—*J.D.I.*

Annie's survivors

There wasn't enough space to elaborate on the note leading off the last paragraph in "Fallen Flags Remembered" [page 19] on the Ann Arbor: "Today, the last two AA carferries and the two RS1's still exist . . .," but author Bob Warrick supplies information. "The *Viking* is at K&H Warehousing Co. dock in Menominee, Mich., and the *Arthur K. Atkinson* is at the Detour coal dock in Detour, Mich., though I can't vouch for the future of either vessel. RS1 No. 20 is part of the trackside display of equipment (including AA caboose 2845), signals, and signs at the restored AA depot in Shepherd, Mich., freshly repainted from DT&I orange to her old colors, though her cab has been gutted. The remains of the steam generator, partially assembled during construction, are still there. Sister RS1 No. 21 is stored on Southern Michigan Railroad at White Pigeon, at last report still in orange but supposedly operable. Former Manistique & Lake Superior S3 No. 1, later AA No. 10, runs at National Railroad Museum in Green Bay, Wis., painted in Green Bay & Western red." And of course, seven of AA's 10 GP35's still ply their home rails for Great Lakes Central.—*J.D.I.*

Robert I. Warrick

Ann Arbor RS1 No. 20 sports fresh Wabash colors at Shepherd, Mich., on June 3, 2008.

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CALIFORNIA — Portola

WESTERN PACIFIC RAILROAD MUSEUM
700 Western Pacific Way

170 pieces of equipment on scenic 37 acres. Gift Shop, snack bar, picnic area, mainline UP/BNSF action! Open April – Oct. 10–5. Home of the World famous "Run-a-Locomotive" program where you can operate a Diesel engine on our track. (530-832-4532 for reservations).

www.WPLives.org — **530-832-4131**

CALIFORNIA — Yreka

YREKA WESTERN RAILROAD
300 E Miner Street

Excursion Steam Train Rides • Special Events

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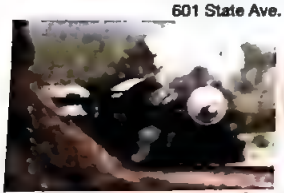
Established 1889

www.yrekawesternrr.com — **800-973-5277**

COLORADO — Alamosa

RIO GRANDE SCENIC RAILROAD
601 State Ave.



Make your Colorado memories on the rails this year! Enjoy steam power seven days a week, standard-gauge comfort and new, scenic dome cars as you roll through dramatic mountain passes, colorful canyons and charming Colorado towns. Lots of wildlife, bring your camera! Close to Great Sand Dunes National Park & Preserve. Connection with Cumbres & Toltec available. Season runs May-Oct, special events year-round.

www.riograndescenicrailroad.com — **877-726-RAIL**

Call 1-888-558-1544, ext. 472 for advertising information.

COLORADO — Durango

DURANGO & SILVERTON NARROW GAUGE RR & MUSEUM
479 Main Avenue

Authentic steam-powered, coal-fired scenic railroad through the remote mountains of southwest Colorado. Established 1881. Call or visit us online for specific winter train schedules and special events. Spring/Summer and Fall trains depart daily.

www.durangotrain.com — **970-247-2733**

COLORADO — Leadville

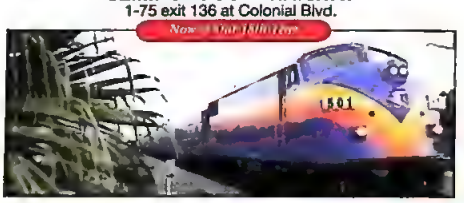
LEADVILLE COLORADO & SOUTHERN
326 East 7th

Schedule 2008 May 24- June 6 one trip at 1pm. June 7 - Aug. 24 two trips at 10am and 2pm. Aug. 25- Oct. 5, one trip at 1pm *weekdays*. Except Sept. 6-7, Sept 13-14, and Sept. 20-21 fall trips at 10am and 2pm *Saturdays and Sundays*. Spectacular trip travels into the high Rocky Mountains, the railroad follows old C&S roadbed, & 1893 restored depot.

www.leadville-train.com — **866-386-3936**

FLORIDA — Fort Myers

SEMINOLE GULF RAILWAY
1-75 exit 136 at Colonial Blvd.



Colonial Station (Metro and Colonial Blvd.). Murder Mystery Dinner Trains 5 Nights a week all year. 5 course dinner prepared on train. Choose from 3 Entrées. Special Holiday Trains. Excursion trains across the Caloosahatchee run December to Labor Day. 239-275-8487. Visit our website with trip photos.

www.semgulf.com — **800-SEM-GULF (800-736-4853)**

GEORGIA — Folkston

ROADMASTER'S LODGE
504 S. First Street

Lodge in a fully restored historic railroad building with full accommodations. Includes full bath, full kitchen, hardwood floor & tile, and Dish Net TV. Covered porch facing railroad tracks, walking distance to Folkston Funnel & Downtown.

www.roadmasterslodge.com — **912-496-7304**

GEORGIA — Folkston

FOLKSTON FUNNEL
202 W. Main Street

Train Viewing Platform and Historic Transportation Museum (in Depot)

Ninety percent of trains crossing the Georgia/Florida border funnel through the center of downtown Folkston, a charming town in southeast Georgia. Upwards of 60 trains a day pass through on CSXT's double-track main line. Expansive covered Train Viewing Platform, equipped with scanner, fans, lights, electricity & flood lights for night train watching. Walk to nearby restaurants or use the picnic table & grill situated alongside the platform. On the opposite side of the tracks visit the Transportation Museum in the Old Train Depot. Plenty of open areas for video/picture taking, with excellent views of north & southbound trains. If you love trains, you'll love Folkston. okechamber@alltel.net

Visit our new transportation museum!

www.folkston.com — **912-496-2536**

ILLINOIS — Monticello

MONTICELLO RAILWAY MUSEUM
993 Iron Horse Place

Weekends, May thru Oct. Board trains at museum site or Wabash Depot in Monticello for an 8-mile round trip. Wabash F7A/CN FPA-4/Alco RS-3 IC GP-11 Milw. NW2. Want to run the train? Ask about Throttle Time. Call/write for brochure & 2008 schedule.

www.mrym.org — **800-952-3396**

ILLINOIS — Union

ILLINOIS RAILWAY MUSEUM
7000 Olson Road

ILLINOIS RAILWAY MUSEUM

Home of Nebraska Zephyr. Steam, diesel trains, electric cars. Send $5.00 for 32 page Guide Book; or #10 SASE for color brochure with schedule & discount coupon. Trains operate Sat: May-Oct, Sun: Apr-Oct, Daily: Memorial Day-Labor Day. Museum open Apr-Oct. Lodging: 847-695-7540 and 815-363-6177.

815-923-4000

www.irm.org — ILLINOIS. MILE AFTER MAGNIFICENT MILE.

INDIANA — Connersville

WHITEWATER VALLEY RAILROAD
5th and Grand

Indiana's most scenic train ride. 33-mile round trip to Metamora, restored canal town. Leave 12:01 p.m. Saturday, Sunday, & holidays. Historic diesels: 1951 Lima ex-CUT #25, 1948 Alco #9339, 1954 Milw. #532. Gift shop

www.whitewatervalleyrr.org — **765-825-2054**

KENTUCKY — Stearns

BIG SOUTH FORK SCENIC RAILWAY
100 Henderson St.

Ride on the Kentucky & Tennessee shortline railroad from Historic Stearns down into the beautiful gorge of the Big South Fork. Our spectacular curves, grades, tunnel and bridge were the scene of many struggles as the K&T locomotives hoisted heavy coal trains up the 3% grades into Stearns. BSFSR operates April through December.

www.bsfsry.com — **800-462-5664**

MAINE — Alna

WISCASSET, WATERVILLE & FARMINGTON RAILWAY MUSEUM
97 Cross Rd. / PO Box 242

Visit Maine's premier two-foot gauge RR museum which operates on original right-of-way. Gift shop open, Steam trains operate Sat. and Sun. between May 24th and October 12th, Sat. diesel only rest of year. Build railroad with us in October. Visit our award-winning website for more details.

www.wwfry.org — **207-882-4193**

MAINE — Rockland

MAINE EASTERN RAILROAD
4 Union Street

Come aboard our restored vintage railcars for a carefree round-trip journey through the spectacular scenery of coastal Maine on the old MEC branch line between Brunswick and Rockland, with stops in Bath and Wiscasset. Travel in style while enjoying expansive views of tidewater flora and fauna, summer fields and bogs, or magnificent autumn foliage. Experience charming seaside villages, picturesque sailboats, lobstermen and clamdiggers from the comfort of your overstuffed, reclining seat. Excursion service from Memorial Day weekend through late October, with special event trains in November and December. Wednesday through Sunday from July through October; weekends in May and June. info@maineeasternrailroad.com

www.maineeasternrailroad.com — **1-866-ME RAILS**

MICHIGAN — Flint

CROSSROADS VILLAGE & HUCKLEBERRY RR

6140 Bray Road

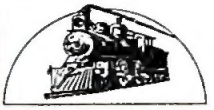
Michigan's only narrow-gauge steam railroad. Forty minute train ride aboard historic wooden coaches and magnificent Baldwin locomotives. Open May 24-Sept. 1 (closed Mon. and Tues., except holidays). Railfans weekend, Aug. 2-3 with shop tours and special runs. Halloween ghost train, trick-or-treating and Christmas train with holiday light displays. Just north of Flint, I-475 to exit 13.

GeneseeCountyParks.org **800-648-PARK**

MISSOURI — La Plata

DEPOT INN & SUITES

1245 North Brown



Attention Train Watchers: Experience a new all season train watching location! This new unique observation point is located on the intersection of the historic Wabash line and BNSF mainlines, with 80+ trains daily. Located within walking distance of the Depot Inn & Suites. Ask for the engineer discount.

Check out Northern Missouri's Finest Lodging Experience

www.depotinnandsuites.com **888-814-3669**

MONTANA — Anaconda

COPPER KING EXPRESS

900 West Commercial Avenue

Located along Interstate 90 halfway between Yellowstone and Glacier National Parks. This excursion train originates from the Smelter City of Anaconda and operates over the 111 year old corridor of the legendary Butte, Anaconda and Pacific Railway! Numerous points of interest such as the world's tallest smokestack are featured during the 3 hour trip providing a glimpse into the glorious past of the area. Enjoy the beautiful scenery of rugged Durant Canyon, where the only inhabitants are elk, deer and antelope. Make sure to purchase tickets in advance as most trains sell out quickly. Trains operate Saturdays, select weekdays and for special events from Memorial Day through the end of September. Please take the time to visit the Anaconda Railroad and mining museum located in the 111 year old roundhouse.

www.copperkingexpress.com **877-563-5458**

NEVADA — Ely

NEVADA NORTHERN RAILWAY MUSEUM

1100 Avenue A

In the high desert of east central Nevada is a time portal back to the heyday of steam railroading, the Nevada Northern Railway Museum in Ely Nevada. It is the premier preserved railroad complex in the country. The grounds encompass fifty-six acres with sixty-three buildings, structures and 30 miles of track. The Museum collection consists of three steam locomotives, six diesel locomotives and over sixty pieces of rolling stock. The museum also houses an extensive paper record of the railroad. The museum is open year round with excursion trains operating from the middle of April through December. In February we offer our famous photo shoots. In addition to a train ride you are encouraged to explore the ground of this National Historic District.

www.nnry.com **866-407-8326**

NEW HAMPSHIRE — Bretton Woods

THE MOUNT WASHINGTON COG RAILWAY

6 mi. off Rt. 302 on Base Rd.

Climb aboard the world's first mountain-climbing cog railway for a fascinating journey to New England's highest peak! A ride on this National Historic Engineering Landmark is a unique and unforgettable experience. Enjoy the view and watch the trains from Marshfield Base Station featuring a museum, restaurant and gift shop. Open year round. *Advance online ticket purchase recommended.*

www.thecog.com **800-922-8825**

MINNESOTA — New York Mills

WHISTLE STOP BED & BREAKFAST

107 E. Nowell St

Sleep in one of two antique Pullman cars or caboose all with whirlpools. Victorian home, three guest rooms, private baths. Central Minnesota. 100 yards from BNSF main line.

www.whistlestopbedandbreakfast.com **800-328-6315**

NEW YORK — Medina

MEDINA RAILROAD MUSEUM

530 West Ave.

WNY Railroad history on display. World's largest collection of RR artifacts, memorabilia, photos and models on display. Plus huge HO scale train layout 14 ft. by 204 ft. Home of the NYC E-8's #4068 & #4080.

www.railroadmuseum.net **585-798-6106**

NORTH CAROLINA — Bryson City & Dillsboro

THE GREAT SMOKY MOUNTAINS RAILROAD

Departures from quaint Dillsboro & Bryson City's historic depot through the mountains of Western North Carolina.

Jan 14-Dec 31. Mystery Theatre & Gourmet Dining trains, Peanuts™ the Great Pumpkin Patch Express, Raft-n-Rail, Railfest, Autumn Leaves, Little Engine That Could™, Thomas™, and Polar Express™.

www.gsmr.com **800-872-4681 Code T3**

PENNSYLVANIA — Robertsdale

FRIENDS OF THE EAST BROAD TOP

Main Street

Combine a ride on the East Broad Top Railroad with a visit to the railroad's original southern operating terminus. Museum open first and third weekends, May through October, 10-5 Saturdays and 1-5 Sundays. Special fall open house hours October 11-12.

www.febt.org **814-635-2388**

SOUTH DAKOTA — Hill City

BLACK HILLS CENTRAL RAILROAD

222 Railroad Ave.

All Aboard the Black Hills Central Railroad located in the beautiful Black Hills of South Dakota. The twenty mile trip travels along a mining route that was laid in the late 1800's. Departures leave from both the Hill City and Keystone depots several times daily early May to early October. Contact us for special events that take place throughout the season. Reservations are recommended.

www.1880train.com **866-367-1880**

VERMONT — Bellows Falls

GREEN MOUNTAIN RAILROAD

54 Depot Street

Trains around Vermont scenic excursions: Green Mountain Flyer, White River Flyer & Champlain Valley Flyer. Call or email for a brochure: railtour@vermontrailway.com. Visit us online for a schedule of special events or for information about our gift shop.

www.rails-vt.com **800-707-3530**

VIRGINIA — Clifton Forge

CHESAPEAKE AND OHIO HISTORICAL SOCIETY

312 East Ridgeway Street

Nestled in the beautiful green mountains of the Virginia Highlands just off I-64, Clifton Forge is a great place to spend the day in the heart of C&O country.

Come explore our restored 1896 Freight Depot museum and visitor's center, rolling stock and equipment, archives, and photographic collection. See our 96' O Gauge layout, ride a handcar, and shop at the Chessie Shop. Watch CSX main line and yard action from a number of great viewing locations.

Clifton Forge is located at the very center of Virginia and West Virginia railroad heritage: less than an hour from Cass Scenic Railway, The Greenbrier, The Virginia Transportation Museum, and the O. Winston Link museum.

Come visit and experience the rich railroad heritage of the C&O!

www.cohs.org **540-862-2210**

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DURBIN & GREENBRIER VALLEY RR

3 East Main Street

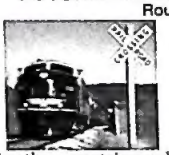
Ride four uniquely different excursions! New for 2008, 128 mi. round-trip, Elkins to Spruce wilderness trip on the expanded – Cheat Mt. Salamander Train!

www.mountainrail.com **877-MTN-RAIL**

WEST VIRGINIA — Romney

POTOMAC EAGLE SCENIC RAILROAD

Route 28 North



Enjoy the mountains and valleys that make West Virginia a special place aboard luxury lounge or open window cars on the Potomac Eagle. Trains operate 3.5 hour trips between Romney and Moorefield with all-day trips to Petersburg on selected dates. Trains run Saturdays and some Sundays, May thru September, with daily service in October for the fall foliage. Coach and first class service available on all trains; bald eagle sightings 100% for the 2005, 2006, & 2007 seasons. Call for more information or visit our website.

www.potomaceagle.info **304-424-0736**

WISCONSIN — Green Bay

NATIONAL RAILROAD MUSEUM

2285 S. Broadway

Explore America's railroad heritage. Over 70 locomotives and railcars on display. Visit the indoor exhibit hall, home to the UP Big Boy, Eisenhower's WW II command train & the PRR GG-1. View the Bauer Drumhead collection- 40 illuminated passenger train tail signs. Open year around. Mon-Sat 9-5; Sun 11-5.

www.nationalrrmuseum.org **920-437-7623**

WISCONSIN — Laona

LUMBERJACK STEAM TRAIN & HISTORIC LOGGING CAMP

5068 Hwy 8 & 32

Steam Train Rides. Climb aboard an original logging steam train. The trusty 1916 Vulcan 4-spot steam locomotive takes visitors to the historic logging camp and museum in N. E. Wisconsin. Open June 19 - August 23, 2008. Fall season is Sept 20, 27 & Oct 4, 2008. Call for brochure or visit us online.

www.lumberjacksteamtrain.com **715-674-3414**

NC&StL

NC&StL's Chattanooga terminal

The public face of the Nashville, Chattanooga & St. Louis Railway in Chattanooga, Tenn., was Union Station, located downtown on 9th Street. The terminal dated from 1858, when NC&StL predecessors Nashville & Chattanooga and Western & Atlantic opened a joint, four-track facility that came to be known as the "car shed." The imposing brick headhouse in this post-World War II view was added in 1881-82; public spaces on the ground floor gave access to the concourse and car shed (just visible at the upper left), while the second floor housed division offices. Besides "NC" trains, Union Station also hosted Tennessee, Alabama & Georgia's daily train to Gadsden, Ala., which came off in the early 1950's. The Louisville & Nashville became Union's owner when it absorbed the NC in 1957. The station's most famous occupant was the Civil War-era W&A 4-4-0 *General*, displayed here from 1891 until 1961, when Louisville & Nashville spirited her away under cover of night and over the objections of Chattanoogans. Train service here ended with the inception of Amtrak, and L&N razed the station in 1974-75. ■

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This special edition from *Classic Trains* celebrates the world of speed in railroading's dynamic mid-century decades. Learn how the industry developed and ran some of the fastest, flashiest, most memorable trains of all time.

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  The 4-6-4 was the ultimate steam speedster on many roads
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SNOW PLOW ACTION

PLOW EXTRAS

Southwestern Ontario snow plow operations on the Canadian National and the Canadian Pacific RRs during February 1988. 8 different plow runs by CN and CP winged-wedge plows and includes 5 different CN F7A units powering. Two different plow extras on CP Rail with rare old ALCO C424's, and RS18's as power. Film footage of a 1971 CN plow wreck. Color with live audio and informative narration. Chapter menu. ***45 min. plus extra previews. © 2007 - $29.95***

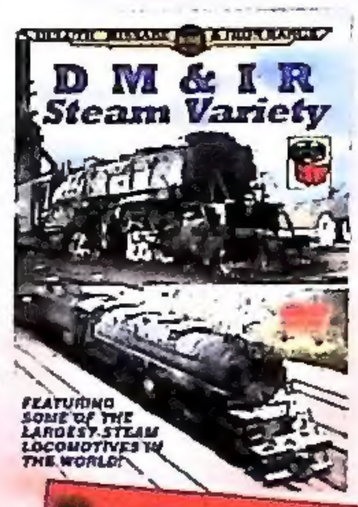
Rocky Mountain SNOWPLOW

Features the 1997 operation of the rotary OY with 3 locomotives. The famous Cumbres and Toltec Scenic Railroad is still closed with huge drifts of snow blocking the tracks for several miles! Clear weather makes this year particularly memorable. The snowplow train assaults 10,015 foot Cumbres Pass, with scenes from the cab of engines 484 and 487, and even a tour of the interior of the rotary. ***90 min - $29.95***

VINTAGE STEAM AND DIESEL

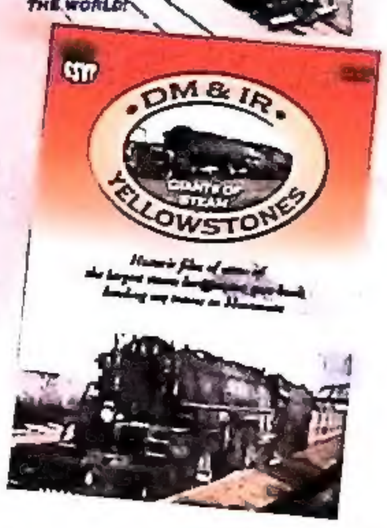
DM&IR STEAM VARIETY

The Duluth Missabe & Iron Range Railroad in Minnesota is noted for having some of the biggest and most powerful steam engines in the world, the massive 2-8-8-4 Yellowstones, with more tractive effort than the famous Big Boys. Films shot in 1947 include the massive open-pit mines and engines working ore-cars, a rare scene of number 205, a compound articulated on Proctor Hill, plus 0-6-0's, 2-8-0's, 2-8-2's, 2-10-2's, 2-8-4's, 0-10-2's, and more. ***44 minutes plus additional previews. Copyright 2007 - $29.95***



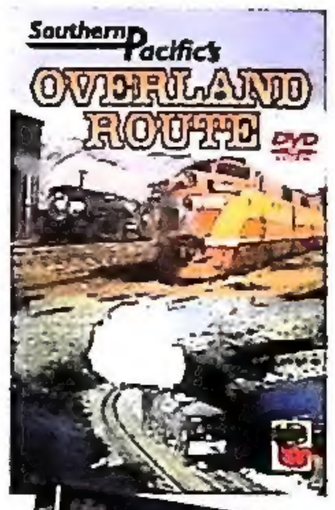
DM&IR YELLOWSTONES - GIANTS OF STEAM

The massive Yellowstone type 2-8-8-4 locomotives operated by the Duluth, Missabe, and Iron Range railroad in Minnesota were among the largest steam locomotives to ever run. 16mm film shot by the late Maynard Laing, we visit the area on different trips, and enjoy pacing, lineside, and engine servicing with these famous locomotives. Incredible sequences where two of these monsters pass. ***30 minutes with tons of extra previews. - $24.95***



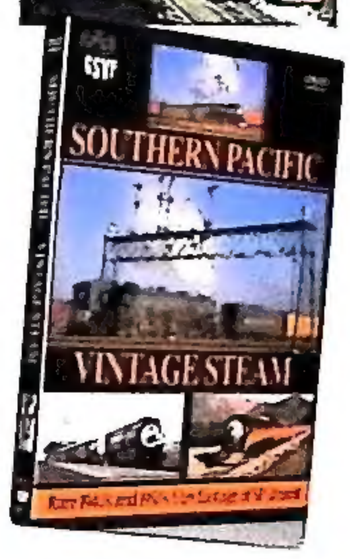
SOUTHERN PACIFIC'S OVERLAND ROUTE

The San Francisco Bay area eastward across the Sierra Nevada's on Southern Pacifics Overland Route toward Ogden, Utah. Vintage railroading at its finest with over 80% steam action, plus rare early diesels such as late 1930's E2s on the City of San Francisco, as well as Daylight-painted PAs and Black Widow F-units. Doubleheaders are seen as well as multiple engines on freight trains. A rare historic look at SP heritage. ***98% color 67 minutes. Copyright 2007 - $29.95***



SOUTHERN PACIFIC VINTAGE STEAM

Rare 1940's and 50's film footage of SP steam. A variety of action from several different photographers includes East Bay Region, Altamont Pass, San Pablo Bay and the San Ramon Branch. Over 10 different wheel configurations of SP steam are included. Lots of 30's and 1940's material mostly on the line to El Paso. Next we see a variety of various SP images before closing out the show with several scenes of 4-6-2 2467 en route to Sacramento in 1999, and with 2472 at Hunters Point in 2001. ***60 minutes. - $29.95***



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THE WEST COAST ROUTE - continues the tradition of the "America By Rail" series as we travel from San Diego, California on an incredibly scenic journey to Seattle, Washington. This 1600 mile journey begins at the Mexican Border as we ride the San Diego Trolley into the City. There we board one of the Amtrak trains to Los Angeles along the Surf line as we skirt the Pacific Ocean for much of the Journey. Then we ride the famous Coast Starlight to Seattle. Several side-trips are included as well. **1.5 Hours - $24.95**

EAST COAST - WINTER WONDERLAND - This video is quite unique since the journey was aboard Amtrak's Cardinal after a very heavy snowfall. The journey picks up at first light east of Maysville, Kentucky, and concludes with the stop in Clifton Forge, West Virginia, after traveling along the Ohio River, and later the famous New River Gorge. It's a rare treat to be onboard during the winter and on a crystal clear day. Since no side-trips could be seen during the winter, we have included many scenes of mainline steam excursions in West Virginia from previous years. **1.5 Hours - $24.95**

ROUTE OF THE SOUTHWEST CHIEF - Travel 2300 miles over the famous former Santa Fe Railroad from Chicago to Los Angeles on the Southwest Chief. The scenery is diverse, as you enjoy the ride and more great music for the Amtrak portion. In addition there are several side-trips to interesting tourist railroads, and an aerial view of the famous Grand Canyon. **1.5 Hours - $24.95**

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